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Report of the Inland Transport Committee on its eighty-fourth session
Addendum 1
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Annex I

Ministerial meeting on “75 Years of ITC: Connecting Countries and Driving Sustainable Mobility” (Salle XIX, Palais des Nations, Geneva and virtually, 22 February 2022)

I. Introduction

1. Transport ministers from around the world, more than 550 participants from 92 countries and the heads of relevant inland transport organizations gathered in person and virtually for a ministerial meeting on the 75 Years of ITC: Connecting Countries and Driving Sustainable Mobility (22 February 2022, Geneva and virtually) to celebrate the seventy-fifth anniversary of the Inland Transport Committee (ITC), take stock of its past contributions, and decide on its future mission until 2030 at a time of unprecedented changes, challenges and opportunities globally.

II. Opening

2. H.E. Mr. Georges Gilkinet, Deputy Prime Minister and Minister for Mobility of Belgium, opened the 84th session of the ECE ITC that marked its 75th Anniversary, in his capacity as transport minister of the ITC chairing country. 75 years ago, when the Inland Transport Committee was created in the aftermath of World War II, the world was at a crossroads, slowly recovering from the ravages of war. Today, we are at another crossroads, facing global challenges to which we must respond, such as climate change, road safety, urban congestion or the pandemic. Once again the challenges are unprecedented and once again ITC must assume its unique role as the United Nations platform to address them. Faced with the climate challenge, we absolutely must act and reduce the CO₂ emissions linked to mobility - in Belgium, this accounts for 30 per cent of total CO₂ emissions. Mobility is freedom and policy makers must offer each citizen the freedom to choose the most suitable mode of travel, which can be walking for the shortest distances, the bicycle for short distances, the train or the car for longer journeys, and the plane for travel between continents. And increasingly frequently, a combination of these different modes.

3. H.E. Ms. Elisabeth Tichy-Fisslberger, Chair, Economic Commission for Europe, expressed her satisfaction for the successful endorsement of the revised ITC Terms of Reference by ECOSOC, following six months of working together with the President of ECOSOC for this successful outcome. Indeed, the revised Terms of Reference were adopted just the week before the Committee’s anniversary. At 75, the Committee finds itself at the heart of today’s most urgent challenges: protecting the planet from climate change related threats and incorporating environmental considerations in all transport planning. We look at the ITC to further harmonize the international regulatory frameworks in light of the fast-changing technological possibilities. The discussions during the annual session of ITC are a glimpse into the near future, one of digitalised transport systems, autonomous and connected vehicles and automated driving that will require international regulatory framework in order for people and goods to continue moving safely within and across borders norms and standards that are discussed under the umbrella of the Inland Transport Committee.

4. H.E. Ms. Tatiana Valovaya, Director-General, UNOG, congratulated ITC as a success story of International Geneva, noting that for 75 years the Committee has been playing a key role in creating a safer, sustainable and accessible international mobility, by forming and continuing to develop the core international regulatory framework for inland transport not only for its region, but also worldwide. The transport sector is an enabler for all Sustainable Development Goals, especially in a world where global challenges are more connected, but our responses are more fragmented. To overcome this and other global challenges ahead of us, we need less fragmentation and more connectivity within and between our countries and societies and the Committee has a key role to play in achieving this.

5. H.E. Ms. Olga Algayerova, Executive Secretary, ECE, hailed the 75th Anniversary of ITC as a historic moment in the life of ITC and ECE. ITC's 75th Anniversary coincides with the 75th Anniversary of ECE, its parent body. ITC was established only four months after ECE itself, as one of ECE's first major decisions that has withstood the ultimate test – that of time. Today, ITC, as the custodian of 59 UN inland transport conventions and agreements, performs functions equivalent to a specialized agency for inland transport. 151 UN Member States are Contracting Parties to legal instruments on inland transport under the purview of ITC, in addition to two Permanent Observers and one non-State Contracting Party. Of these UN Member States, 95 are non-ECE member States. The Executive Secretary in her opening also launched the Anniversary Publication 75 Years of Inland Transport Committee – 75 Documents that Changed the World of Transport that provides a coherent narrative and deep dive into key moments of the history of the Committee. In her closing words, the Executive secretary pointed out that to better cope with future emergencies, we need to work smarter and exploit synergies and opportunities for enhanced cooperation, starting with the endorsement of the Ministerial Resolution entitled Ushering in a decade of delivery for sustainable inland transport and sustainable development, that was itself the result of international consultation and consensus.

6. Mr. Yuwei Li, Director, Sustainable Transport Division, ECE, welcomed in-person and virtual delegates from 92 countries, and thanked the sponsors for their generous support. He reminded that in the past 75 years ITC made a huge contribution to safe travel of people, timely delivery of goods to markets, efficient flow of trade through its 59 UN conventions on infrastructure networks, traffic rules, signs and signals, harmonization of vehicles regulations, cross border and transit facilitation, transport of dangerous goods and transport of perishable foodstuffs. Those conventions significantly promoted connectivity, cooperation, and the integration of countries. More importantly, the deliberations of the ministerial meeting will explore the future course of direction for the next 75 years based on what we have achieved so far, and what mandates we have already received from the General Assembly, the ECOSOC, and the Commission including our 56 ECE member States as well as the 95 non-ECE member States that are contracting parties to the UN conventions administered by ITC. In line with the ITC Strategy until 2030 adopted by all of you in 2019, the ECE Sustainable Transport Division will continue supporting the ITC, to become a full UN centre, providing a comprehensive platform for consideration of all aspects of inland transport development and cooperation, with special attention to inter-regional and intra-regional regulatory governance, through the UN transport conventions and other means. We will continue to provide our best services to our ECE member States and our non-ECE contracting parties to the UN transport conventions, to make their transport systems safer, more efficient, more resilient, more inclusive, and more sustainable.

III. Keynote speeches

7. 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, started her Keynote speech by reminding that the Committee was created in 1947, after the Second World War, as part of efforts to put a war-torn European continent and world back on the path to recovery and prosperity. Since then, the ITC has come a long way to become the United Nations platform for inland transport. Transforming mobility is essential if we want to achieve the sustainable development goals of the 2030 agenda. The Committee must forge ahead in the world of low-carbon mobility, develop examples of good practice and promote their implementation on a large scale. For Switzerland, headquarters of the ITC and guardian of a long rail tradition, rail transport is essential to decarbonization both for goods and for passengers. In 2021, rail's share of goods transport across the Alps once again reached a record high of almost 75 percent. In the greater Geneva region, the Léman Express is a good example of rail transport absorbing large commuter flows, reducing pollution and greenhouse gases, and avoiding traffic jams on the roads. For indeed inland transport, especially road transport, is one of the main emitters of CO₂ emissions. In 2021, more than one in five new cars in Switzerland had an electrical outlet. And, by the end of 2022, half of the rest areas along the highways will be equipped

with fast charging stations. At the same time, Switzerland intends to continue to develop the production of renewable energies.

8. H.E. Mr. Mohammed Abdeljalil, Minister of Transport and Logistics of Morocco, started his keynote speech by noting the effective role played by ITC as a platform for developing regional and international transport systems that meet the conditions of effectiveness, harmonization, integration and integration. The Minister also congratulated the Committee for the work it has done since its establishment to strengthen international legal mechanisms regulating transport in all its forms, and to develop cooperation between states and governmental and non-governmental organizations, with the aim of achieving a broader integration of international transport networks while invoking the imperative of achieving sustainable development goals by providing safe and sustainable transport. The topic of linking countries and developing sustainable mobility, confirms the vital role that inland transport in all its forms plays in promoting global trade exchanges and facilitating the movement of people. The coronavirus crisis has shown the importance of the transport sector, as the latter contributed to ensuring the continuity of global supply chains, especially during the quarantine period imposed by most countries of the world. Rising to the challenge of moving to sustainable and safe transport requires, first, continuing efforts to expand international agreements and treaties in the field of transport and standardization associated with it, in addition to modernizing infrastructure, adopting digital technologies, integrating international and regional transport networks and strengthening their competitiveness. Therefore, today we need collective mobilization within the framework of a unified vision and common goals, taking into account the specificities of countries and the available capabilities, so that we can achieve our ambition to develop safe and sustainable transportation systems.

9. H.E. Mr. Juan Edghill, Minister of Public Infrastructure of the Republic of Guyana welcomed the theme of the Ministerial Resolution “Ushering in a decade of delivery for sustainable inland transport and sustainable development”, as most fitting for the current challenges of our era, and expressed his conviction through a coordinated and sustained response to the global challenges of inland transport history will judge us favourably at the end of the decade. Transport is the metal reinforcement that holds the supply chain together, since every step of the process is connected through transportation. It is transportation that moves raw materials from deposits where they are extracted, to the place where they are manufactured, to the distributors and finally to the consumers. Shortcomings in the supply chain, transfers higher costs to consumers and increases the cost of living substantially. We are currently seeing the effects of this trend with rising costs driving more and more communities into deeper poverty. The Minister add his voice and his country’s commitment to supporting the global efforts to combat the effects of the COVID-19 pandemic that threatens our individual and collective livelihoods. From a regional perspective, key issues that affect Latin America and the Caribbean are the rapid expansion of vehicle fleets, particularly of vehicles used for personal transportation, at a time when the roadway network has not kept pace with that expansion. For the governments of many cities, this has made mobility both a challenge as well as a high-priority issue in terms of comfort, transit times and air pollution. This is acutely prevalent in Latin America. Another evident trend in Latin America is the rising use of diesel fuel by automobiles, primarily because the price of diesel is usually lower than gasoline and because there is an increased usage of sport utility vehicles - many of which are diesel-fuelled. The Minister applauded the exceptional work over the years of the Inland Transport Committee to promote Sustainable Development in Transport. This work continues and it is precisely why we are here this week to engage in dialogue and exchange ideas, as well as later today, firmly commit through the signing of the Ministerial Resolution to move along the spectrum from words to firm actions.

IV. Panel I: ITC – The United Nations Platform to promote inland transport connectivity

10. Panel I was moderated by Mr Umberto De Pretto, Secretary General, International Road Transport Union (IRU).

11. H.E. Mr. Andrzej Adamczyk, Minister of Infrastructure of Poland, congratulated ITC and its members for the 75th anniversary since the establishment of the Committee. Over the past 75 years, the transport infrastructure has been rebuilt and modernized to accommodate rapidly increasing traffic - also thanks to the work of ITC. The passion for the development of various fields of transport is realized in numerous Working Parties and Groups of Experts of the Committee. Being an active participant in these works, Poland uses the tools of the Committee. In the last 10 years, Poland has experienced a real and unprecedented intensification of transport investments, with the aim to meet the needs resulting from the growing mobility of the society. Poland has also been actively developing railways and inland navigation by building and modernizing networks and rolling stock as environmentally friendly means of transport. Furthermore, Poland actively supports the development of international transport corridors. As part of the ITC initiatives, these are Eurasian Transport Links, but Poland also implements its own concepts - e.g. the Via Carpatia road route under construction and the planned Rail Carpatia railway route. The Polish Minister concluded by encouraging everyone to actively participate in the works of the ITC. As history has shown, the activities of the UN structures have proved effective and ensure the global development of countries, regions and the world.

12. H.E. Mr. Chanthol Sun, Senior Minister, Minister of Public Works and Transport of Cambodia, has emphasized that transport connectivity plays a very important role in the socio-economic development of the country. It provides opportunities for employment, access to markets and supplies, thriving domestic and international trade and deepening the people-to-people connectivity around the world. Over the past two decades, Cambodia has undergone a significant transition, reaching lower middle-income status in 2015 and aspiring to attain upper middle-income status by 2030. The COVID-19 pandemic has created the greatest challenges, particularly the disruption of supply chain for not only Cambodia but also other countries around the world. In this regard, transport connectivity and logistics sectors play even more important roles in addressing supply chains bottlenecks and supporting post-pandemic recovery efforts as we strive towards a seamlessly and comprehensively connected and integrated world.

13. H.E. Mr. Khaltar Luvsan, Minister of Road and Transport Development of Mongolia, highlighted the impacts of two years of disruptions to global supply chains due to the COVID-19 pandemic. Mongolia is a landlocked country with vast mineral reserves. Mining is the main driving force of the economic development and the foundation for future growth. However, there is an urgent need for improving efficient activities in transport and logistics to ensure the export of Mongolia's mineral resources to the world markets and domestic consumers of these countries. The Minister emphasized that the simplified and coordinated border control procedures are essential for faster and easier cross-border transport. He therefore called on countries to avoid placing unnecessary limitations and extra procedures as much as possible. Also, the processes and requirements needed to conclude bilateral transport agreements which regulate transport movement between the countries usually take quite a long time, which can extend to many years. This is one of the reasons that hinders the smooth and efficient transport connectivity. In this regard, the Minister urged all the parties to consider shortening the internal procedures and the so-called bureaucracy needed to negotiate review and approve the documents. The Minister reaffirmed Mongolia's commitment to seek new international and regional experiences and solutions, to improve trade and transport links and to learn from and contribute to the knowledge skills and experience gained from national and international projects and initiatives.

14. H.E. Mr. Aliaksei Auramenka, Minister of Transport and Communications of the Republic of Belarus noted that in the context of the agenda for sustainable development to 2030 I would like to stress that the ECE ITC plays a key role in bringing about a reliable and comprehensive platform for cooperation and dialogue with a view to arriving at agreed documents and work for establishment of effective international transport infrastructure. A huge amount of work is underway in the country to preserve the environment, and this has made it possible to establish a positive trend concerning emission figures from mobile and stationary sources. The Republic of Belarus is contracting party to many international agreements which were developed under the auspices of ECE/ITC in the area of road, railway and combined transport and customs procedures and also promotes foreign unhindered passage of borders and the safe passage of voyagers and goods through our territory. The

main subject matter of this ministerial segment is ensuring transport links between countries and in that light, to the Minister point out that freedom of transit and unhindered crossing of borders are vital components when it comes to improving international transport. Providing for unhindered passage of borders should be guaranteed not only through introducing the necessary provisions in conventions and other multilateral international agreements but also through true compliance with the obligations that have been entered into in various treaties. In concluding, the Minister expressed his conviction that ECE ITC's work will come up with new ideas to improve the whole processes involved in transport which are capable of establishing effective and environmentally friendly transport system and capable of achieving the sustainable goals for development

15. H.E. Mr. Temirbek Asanbekov, Minister of Energy and Infrastructure, Eurasian Economic Commission, congratulated ITC for its 75th Anniversary, noting that today it is an authoritative and effective platform in the world, providing deepening economic integration and strengthening cooperation between countries, contributing to their sustainable development and prosperity. The economic activity of all countries in the Greater Eurasia region, including the Eurasian Economic Union, are focused on achieving the goals of connected territories, multimodality of transport, full-scale digitalization of economic sectors and sustainable mobility. Major international companies have already announced their plans for a complete transition to electronic processes of interaction between participants in the transport market. Such measures will also require the synchronization of electronic data exchange along the entire chain from the manufacturer to the final consumer. In this regard, the Eurasian Economic Commission, together with its member countries, has been actively involved in this work. The world today is on the threshold of great changes. The globalization of the economy and all spheres of life is an irreversible and very complex process that will affect every country. Only through common approaches, constructive dialogue and well-defined joint work will we succeed in the development of the transport systems of our countries.

Scheduled high-level interventions

- H.E. Mr. Tomislav Momirović, Minister of Construction, Transport and Infrastructure of the Republic of Serbia
- Mr. Dmitry Zverev, State Secretary - Deputy Minister of Transport of the Russian Federation
- Mr. Oliver Luksic, Deputy Minister to the Federal Minister for Digital and Transport / Parliamentary State Secretary, Germany
- Mr Berik Kamaliyev, Vice-Minister of Industry and Infrastructural Development of Kazakhstan
- Mr. Armen Simonyan, Deputy Minister of Territorial Administration and Infrastructure of Armenia
- Mr. Mustafa-Masi Nayyem, Deputy Minister, Ministry of Infrastructure of Ukraine
- Ambassador Lazăr Comănescu, Secretary General Organization of the Black Sea Economic Cooperation
- Ms. Shamika Sirimanne, Director, Division on Technology and Logistics, UNCTAD
- Mr. Steve Phillips, Secretary General, Conference of European Directors of Roads
- Mr. Mirosław Antonowicz, Chairman of OSJD Committee

V. Panel II: ITC – Achieving a decade of delivery for Road Safety

16. Panel II was moderated by Mr. Young Tae Kim, Secretary General, ITF

17. Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety, started his Setting the Stage speech, by congratulating ITC for its 75th anniversary, noting

that it has been a significant journey for the Committee with its relevant evolution over time – now truly recognized for its global mandate. The Special Envoy emphasized that as we dive into the second Decade of Action for Road Safety, there is something to learn from the ITC: the need to adapt our efforts to our current context and emerging trends. In this regard he shared two key messages. First, there is no room for complacency and that holds true both for high, middle and low-income countries. This is not the first time that we thought things will get better, but they did not. The most recent example is the unmet expectations of the First Decade of Action, which relied more on hope but needed careful and methodical analysis of trends and tailored solutions. What the world and future generations need are systemic, long-term solutions. The second message is that we are well equipped – in fact, better than ever – to achieve the 2030 targets to halve road deaths and injuries and to provide access to safe, sustainable, and affordable transport to all by 2030. We have the tools developed in the last decade. What we need is for us all to come together with concrete and coordinated actions. In this regard, he emphasized the need to at least double the amount of money allocated at the national level and called on all countries to increase investments at the local and international levels, including for the UN Road Safety Fund, and urged them to come with strong commitments to the High-Level Meeting on Road Safety (30 June – 1 July 2022, New York).

18. H.E. Mr Jernej Vrtovec, Minister of Infrastructure of Slovenia pointed out that one of the most important fields of transport and one of the core areas of work of ITC, is road safety. This decade has begun with the pandemic situation, which affected transport in more than one way, and it may take us a couple of years to understand its total impact. Related challenges included ensuring safe operation of public transport, taxi service, driving schools, vehicle registration procedures to mention just a few with direct impact on road safety. Apart from that the pandemic resulted in the change of modes of transport from public to individual which we do not welcome having in mind our sustainable development targets. In the past decade the European Union has not reached its target in reducing the number of victims, even if Slovenia is among the countries with an above average percentage of improvement, as the number of victims in Slovenia decreased by 42 per cent. Our key challenges in this decade include speed, alcohol, the use of mobile devices while driving, the inclusion of new vehicles in the transport system, the challenges of all drivers, safe transport of goods, as well as assuring adequate competence of all road users. In concluding, the Minister stressed that the situation in the field of global road safety is still very worrying and therefore it will not be easy to achieve a decade of delivery for road safety, but Slovenia is ready for coordinated action both nationally and internationally to achieve this noble goal and actual delivery.

19. H.E Baroness Vere of Norbiton, UK Minister for Roads, Department of Transport of the United Kingdom of Great Britain and Northern Ireland, expressed her concern about the ongoing crisis, pointing out characteristically that by the time her speech finished, 15 people would have died on the roads. She expressed her determination to continue at full throttle as we go forward because we now have eight years to right this wrong, noting that by 2030 the UN wants to halve the number of road deaths and injuries. To achieve that, it is absolutely clear that there is no single solution, which is why, similar to Slovenia, the UK is working very hard on its road safety framework. In so doing, the UK will be explicitly advocating a safe system approach, looking much more towards a shared responsibility between all road users, ranging from cars, bikes, horses, pedestrians and increasingly micromobility coming through things like E-scooters and other types of vehicles that will be using what is often actually very limited Road space. The UK is also looking very carefully about what to do with huge amounts of data that are available but need to be linked together in order to use it in the most intelligent way and learn from it. The UK also updated its Highway Code, to put cyclists, pedestrians and horse-riders on a much more equal footing with motorists, in order to recognize the need for a much more considerate and collaborative relationship between the different road users.

20. H.E Mr. Felix Tapiwa Mhona, Minister of Transport and Infrastructure Development of the Republic of Zimbabwe, emphasized that the key question is how can we turn the second decade of action into a decade of delivery for Road Safety, noting that Zimbabwe is one of the many countries that have missed the target to halve the number of deaths and injuries from road traffic accidents by 2020. Shortly before the 84th session of ITC, Zimbabwe has undertaken its Road Safety Performance Review for which the Minister paid special tribute

to the Road Safety Special Envoy, Mr. Jean Todt, UNECA and ECE for the support throughout the process. As Zimbabwe begins to implement the recommendations around the main pillars of road safety management, it will galvanize its national road safety management system through updating the regulatory framework to include international and regional recommendations. Zimbabwe will also accelerate the process of acceding to the UN Road Safety Conventions under the purview of ITC/ECE and in this regard look forward to continue working closely with UNECA and ECE.

21. H.E. Ms. Dagmawit Moges, Minister of Transport and Logistics of Ethiopia started her speech by reminding the plenary that Ethiopia acceded in August 2021 to the 1968 Convention on Road Traffic, one of the seven core UN Road Safety Conventions recommended by General Assembly Resolutions. Thus, Ethiopia became the 151st UN Member State to accede to at least one Convention under the purview of the ECE Inland Transport Committee. This major development is indicative of the seriousness with which the Government is approaching the issue of Road Safety as a top priority. Other major steps include the establishment of a lead agency for road safety and heavy investments on capacity building and awareness raising, in partnership with local and international agencies. The government is also working actively on accident data management system and this creates a great opportunity to join the African perspectives. In the longer term the Ministry of Transport joined forces with the Ministry of Education of Ethiopia, to incorporate road safety in the curriculum of the primary and secondary education system in the country.

Scheduled high-level interventions

- H. E. Mr. Yuri Sterk, Ambassador, Permanent Representative of Bulgaria, on behalf of H.E. Mr. Nikolay Sabev, Minister of Transport and Communications of Bulgaria
- Mr. Seiji Takai, Director of International Policy Planning Division, Road Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism Japan
- Mr. Matthew Baldwin, Deputy Director General, Directorate-General Mobility & Transport, EU Commission
- Mr. Matej Zakonjsek, Director, Transport Community
- Ms. Susanna Zammataro, Director General, IRF

VI. Panel III: ITC – Inland transport as a catalyst of sustainable mobility and sustainable development

22. Panel III was co-moderated by Ms Lucia Luijten, Secretary-General, Central Commission for the Navigation of the Rhine (CCNR) and by Mr. Francois Davenne, Director-General, UIC

23. H.E. Mr. Adil Karaismailoğlu, Minister of Transport and Infrastructure of Turkey, congratulated ITC for its 75th anniversary noting that today it is a United Nations body that has become the regulator of road, rail, inland waterway and intermodal transport. The 59 UN Agreements established within the ECE are implemented not only in 56 ECE member states, but also in 95 UN Member States from four continents. This widespread practice demonstrates the Committee's position and effectiveness on a global scale. The Minister alerted that plenary that current plans are inadequate to face the challenges at hand: even if current decarbonization policies in freight and passenger transport were fully implemented, carbon emissions would still increase by 16 per cent by 2050 with current commitments. Therefore, policy makers have to put the concepts of decarbonization, electrification, Resilience, Digitalization and Inclusiveness at the centre of our policies in order to minimize the negative impacts of transport. It is our common responsibility to make effective regulations, develop incentive mechanisms and lay the groundwork for international cooperation. In this context, ECE's ITC, which plays a leading role at the global level in the regulation of inland transport, will be an important platform for sustainable mobility and new institutional and legal frameworks for transport.

24. H.E. Mr. Mark Harbers, Minister of Infrastructure and Water Management of the Netherlands, congratulated ITC for its 75th anniversary, noting that the work of this important Committee has made the world a safer, more sustainable, and more connected place than ever. From a Dutch point of view, the ITC has a key role to play, first of all, by making sustainable mobility safe and reliable and accelerating the transition. Secondly, by ensuring the transition is convenient: charging an electric vehicle or filling up a hydrogen tank should be simple. It should be easy to find a charging station and easy to pay. He noted that the Netherlands, has the highest number of public charging stations per capita in the world. This transition would be meaningless if it does not extend beyond borders and for that we need global open standards. Last but not least, ITC should ensure the transition is just. We simply cannot afford to allow our old diesel and petrol vehicles to still be legally exported when they don't meet our safety and emission standards. Currently they end up in developing countries, where they cause air pollution there instead.

25. H.E. Ms. Merav Michaeli, Minister of Transport and Road Safety of the State of Israel shared the new government's commitment to engage more fully in regional, inter-regional and global policy dialogues, in order to take the essential steps to make transport part of a sustainable future. The Minister praised the strong representation of women leaders in the panels of the anniversary session and stressed that women must play a leading role in these discussions because it is women who stand to benefit the most from the increased mobility we seek. She described the revolution under way in Israel, where in the span of a few months the priority has been inverted: pedestrians who were not even considered a form of transport are now the highest priority. with micro mobility and public transport following and private vehicles last. Major investments in infrastructure for bike lanes, rail and light rail are currently under way and by 2026 all new buses will be electric. Israel is making a key contribution to our interconnected world through its technological expertise and innovation, with hundreds of start-ups and larger established companies leading the way in autonomous vehicles, shared mobility, and road safety.

26. H.E Ms. Aishath Nahula, Minister of Transport and Civil Aviation of the Maldives, congratulated the ITC on 75 years of excellence, for working together hand in hand to safeguard the global transport linkages, for maintaining mutual understandings and adhering to globally agreed standards. She went on to emphasize that we need to ensure that we no longer have to rely on carbon-based vehicles for public transport. The major issues for countries with higher rates of road safety issues, climate related transport disruptions and undermined connectivity, has been that too much of a country's resources are built up around catering for personal vehicles. The instant solution to congestion has always been, build more roads, construct more bridges, commission new fly overs and so on. This has proven unsustainable. The need for the 2030 Agenda is clear, especially for the countries like the Maldives on the brink of climate related dangers that pose because of the high levels of carbon emissions throughout the world. We have a responsibility to come together to protect those who aren't pollutants but are victims of pollution and in return climate change.

27. H.E. Mr. Kwaku Ofori Asiamah, Minister for Transport of Ghana congratulated ITC for its 75th Anniversary and emphasized that transport and mobility systems are now high in the agenda, as countries and regions across the group are seeking to ensure sustainability. Unfortunately, for the most part of the African continent, we are behind other regions in the provision of infrastructures and logistics for efficient transport moves. These deficiencies have over the years suppressed economic growth and our ability to respond to the global call for sustainable development. Perhaps we all need to deal with the most pressing issue of how to attract sufficient financial resources to make infrastructure for development possible. We are growing not only in population but also in the level of motorization very rapidly, without having the corresponding infrastructure and investment, something that is impeding our progress. For Ghana for instance, the transport system consists of mainly transport by road, followed by rail, maritime, inland waterway and aviation, like most other countries. The weak link is inadequate roads and road transport systems. Over the years car ownership has more than doubled, putting enormous stress on already fragile transport infrastructure. As a result of these imbalances, road users face long queues and congestion in cities. In order to ensure sustainable mobility within this context, solutions need to move beyond infrastructure and strengthen institutional capacities to tackle challenges and make new choices to address these

imbalances. No one-size-fits-all solutions exist and those have to be tailored to the specific national contexts and needs to work.

Scheduled high-level interventions

- Mr Kris Peeters, Vice President, European Investment Bank
- Mr Anouar Benazzouz, Vice-President, IRF
- Ms. Karen Vancluysen, Secretary General, POLIS
- Mr. Mohamed Mezghani, Secretary General, UITP

VII. Closing

28. The meeting was closed with the endorsement of the Ministerial Resolution “Ushering in a decade of delivery for sustainable inland transport and sustainable development” and concluding remarks from Mr. K. Schockaert, Chair of the Inland Transport Committee.

Annex II

[English only]

Report of the 2022 Global Road Safety Film Festival

1. The 8th edition of the Global Road Safety Film Festival took place on the 21st and 22nd of February 2022 at the Palais de Nations in Geneva. The event, held during the Inland Transport Committee's 75th Anniversary, was run by the Laser International Foundation, together with the UN Road Safety Fund and UN Economic Commission for Europe.
2. The Festival focusing on smart and safe mobility followed a global call over the last four months for short films – from professional video makers, interested individuals, civil society and government bodies – to promote awareness of how to make roads safer and fight the silent crisis of road deaths.
3. Over 95 films took part in the Film Festival competition from 40 countries worldwide including Chile, Egypt, El Salvador Ethiopia, India, Jordan, Kyrgyzstan, Morocco, Pakistan and Senegal. Screenings were held on the first day of the festival, with the award ceremony organized on the second day.
4. The Award Ceremony was chaired by Ms. Luciana Iorio, Chair of the ECE/ITC Global Forum for Road Traffic Safety and President of the Jury of the Global Film Festival, and by Mr. Robert Trottein, President Laser International Foundation (LIFE) and Global Film Festival for Road Safety Producer.
5. The Grand Prize of The Festival was awarded by the UN Secretary General's Special Envoy for Road Safety, Mr Todt, to two ex-aequo winners. Both awarded movies highlighted prevention for road safety, one at the global level and one at the local level. Both were selected in the Smart and safe mobility category. The first one Botswana Donkey Carts In The Village,¹ was directed by Lotte Brondum. It shows how, despite the increased motorization in Botswana, donkey carts are the main means of transport in rural areas. The local authorities explain how they prevent road crashes in this context. The second one is "Toyota Mobility Teammate Concept",² directed by Toyota Mobility Team Concept. It shows how technology can help to prevent road crashes at the global level.
6. In addition to the Grand Prize, this Edition of the Festival included a special UN Road Safety Fund moments2live4³ campaign prize, which was attributed by the public among 600 online votes. The Category moments2live4 awarded the best movie referring to the UN Road Safety Fund campaign #moments2live4. The goal of this campaign is to raise awareness about the needs for more investment and financing for road safety as Road Safety is underfunded in most countries. The campaign will close with the UNRSF Pledging conference during the High-Level Meeting for Road Safety to be held in New York City on 30 June-1st July 2022.
7. The moments2live4 prize was awarded by Mr. Dmitry Mariyasin, Deputy Executive Secretary of ECE, to the Italian NGO Adesso basta for his movie talking about Giovanni Pintor's #moments2live4⁴ to mobilize the youth community to think about road safety through sports activities and events.
8. Additional prizes were awarded to films under the categories of speed, driving under influence, safe equipment, protecting children, distracted driving and on youth and women.
9. The UN Road Safety Fund also launched the premiere of its 'Join the Change'⁵ short film at the Festival, which has been produced by La Nuez Audiovisual Productions, featuring a new platform for individual donations.⁶

¹ <https://www.youtube.com/watch?v=UK-K7wBAfC8>

² <https://www.youtube.com/watch?v=kxhUtB2Thg4>

³ <https://roadsafetyfund.un.org/moments2live4>

⁴ <https://www.youtube.com/watch?v=e5I2aEi5hL0>

⁵ <https://roadsafetyfund.un.org/en/articles/join-change>

⁶ <https://give.undp.org/give/354912/#!/donation/checkout>

10. Awareness and advocacy matter if we are to create the lasting change we want to see for safer and cleaner roads. Films and stories have a unique power to engage emotions and shape behaviours.

11. As we enter in the New Decade of Action for Road Safety, having now a new Plan of Action to halve the number of the victims of the road by 2030, we learned from the previous Decade. Raising awareness and advocating for road safety is key to have road safety high at the political agenda.

12. The list of the awarded movies can be found in the footnote link.⁷

⁷ <https://roadsafetyfund.un.org/en/events/global-road-safety-film-festival-2022>

Annex III

[English only]

Report of the side event on “Used Cars for Africa”**I. Introduction**

1. Mr. W. Nissler of the United Nations Economic Commission for Europe (ECE) who co-moderated the event welcomed the participants of the side event. He explained the housekeeping rules of the side event and gave the floor to H.E. Mrs. Olga Algaverova, Executive Secretary of ECE.

2. H.E. Mrs. Olga Algaverova, Executive Secretary of ECE opened the ECE/Inland Transport Committee (ITC) side event on Used Cars for Africa by speaking on the importance of transportation in providing access to work, health education and other public services. She further explained the dependence of transport on oil and the potential negative impact it could have on air pollution and climate change. She highlighted the extensive work done by ECE, ITC, and its subsidiary body the World Harmonization of Vehicles Regulations (WP.29), on developing technologies to reduce the harmful effects of diesel and petrol engines in new vehicles and used vehicles through periodic technical inspection (PTI) which controls the environmental behaviours and safety conditions of vehicles. She introduced the project Safer and Cleaner Used Vehicles for Africa as an immediate reaction to the outcome of an ITC conference held five years ago and explained how it contributes to achieving targets of Sustainable Development Goals 3, 11 and 13⁸. In conclusion, she explained the need of having an international approach in solving the global road safety crisis related to both new and used vehicles and how the 2021 -2030 decade of action for road safety can guide us in solving this crisis.

3. Mr Jean Todt, The United Nations Special Envoy for Road Safety gave a brief introduction to the global figures on road safety and the situation in Africa regarding road fatalities and in-use vehicle fleet. He briefly discussed the number of vehicles exported into Africa from exporting regions. He stated the importance of vehicle safety and the importance of upholding minimum safety requirements as laid down by international regulatory frameworks of the United Nations. He also highlighted the importance of periodic technical inspection in Africa for both new and used vehicles and how this is a shared responsibility of both importing and exporting regions. He also explained the importance of a safe communication tool to be used by importing region to assist port authorities in examining the availability of safety features of vehicles and whether they meet the required safety standards. He concluded by reiterating his commitment to support the work done to improving safety and environmental conditions of cars and encouraged countries to accede to UN Vehicle Agreements.

4. Subsequently, the second co-moderator of the event, Mr. Rob de Jong of the United Nations Environment Programme (UNEP), briefly introduced himself as the Head, Mobility Unit of UNEP and went on to introduce speakers of the first session which was focused on the project of “Safer and Cleaner Used Vehicles for Africa”.

(a) Session I: UNRSG Project on Safer and Cleaner Used vehicles for Africa and recent developments.

- Jane Akumu, UNEP;
- Eduard Fernandez, CITA;
- Laurianne Krid, FIA Region;
- Jane Obikwelu. ECE;

⁸ SDG 3: with its target 3.6 on road safety but also 3.9 related to air pollution
SDG 11: with its target 11.2 on access to safe and affordable transport for all
SDG: with its target 13.3 on climate change mitigation.

- Robert Lisinge, ECA.
 - Stella Apolot, EAC.
- (b) Session II: Towards a harmonized Framework for New and Used Vehicles
- Herman Sips, Netherlands;
 - Eduard Fernandez, CITA;
 - Major (Rtd.) John K Yator, Kenya;
 - Zacherie Ngoumbe, Cameroon;
 - Yves van der Straaten, International Organization of Motor Vehicle Manufacturers, OICA.
- All presentations were made available at:
<https://unece.org/transport/events/itc-side-event-used-cars-0>

II. Main insights

A. Session I: UNRSG Project on Safer and Cleaner Used vehicles for Africa and recent developments.

5. Ms. J. Akumu of UNEP shared the most recent update on UNEP's report, Used Vehicles and the Environment which includes data from the Republic of Korea as a major exporter of used vehicles. She highlighted the importance of the project to ensure that only quality used vehicles are imported or exported. She also highlighted that the impact of the project will improve the situation of climate change in most African countries. In her presentation she spoke about the adoption of the EURO 4/IV standards in some African regions to ensure that imported vehicles have improved emission levels. She highlighted that there was work being done at multiple governmental levels in the different regions in Africa with a focus on what has been established in Economic Commission of West African States (ECOWAS) and East African Community (EAC). She underlined that there has been a directed focus to set standards to include to type approval, a 5-year limit on light duty vehicles (LDV), periodic audits and technical inspections. She also spoke of some upcoming events organized by UNEP to continue the work of the project, and these include regional training for east and west African regions in the inspection and monitoring framework in the importation of used vehicles. She spoke on the South African Development Community (SADC) and the region's focus on fuel quality.

6. Mr. E. Fernandez of the International Motor Vehicle Inspection Committee (CITA) said that the work of the project needs to address the operations of vehicles and there is a need to define responsibilities for both importing and exporting countries. He further explained that the question of sovereignty is one that should be addressed directly, because one country cannot set rules for another country when it has to do with importing vehicles. He spoke on the responsibilities of importing countries stating there needs to be a clear definition of what can and cannot be accepted and it is the responsibility of the country to manage this system. For exporting countries there should be predefined limits on what can be exported to prevent the shipment of waste, these countries also need to facilitate the right vehicle data and share their knowledge with importing countries. He stated that if the vehicle is not fit for use in the country of origin, then it should not be transported to another country as a form of disposal. In the discussions involving what should be done as it relates to new and used car regulations, he explained that it is necessary that countries share experience and knowledge as it relates to regulatory and compliance schemes. Mr. Fernandez also highlighted the need for accountability. After the standards have been defined there needs to be accountability on the part of the exporter when a non-compliant vehicle is shipped. In setting up the system for exchange of used vehicles we also need to look at the reliability of data and the transfer of this data between the parties involved in the importing and exporting of the vehicle. He said many importing countries do not have access to the right information from the exporting countries, so they are unable to conform to the necessary standards.

7. Ms. L. Krid from Fédération Internationale de l'Automobile (FIA), presented the work that is being done by FIA Region 1 to support this project and explained their role in communications of the Safer and Cleaner Used Vehicles for Africa project. So far, FIA has created 3 factsheets containing information on safety and environmental issues related to used vehicles in Africa as well as updates and progress. FIA has also developed 2 videos that are focused on the situation in Africa and the need for regulations, data inspection, and enforcement. These documents and videos would provide clear information to support countries and organisations in their process to make informed decisions. In total, FIA will develop 5 videos, and 5 fact sheets, and create 10 visuals for this project which aims to achieve the 2030 agenda for sustainable development by ensuring prosperous lives, promoting well-being, and making roads safe, inclusive, and sustainable. She confirmed that various UNEP reports are sources of the data used for these communication materials. Furthermore, Ms. Krid highlighted that to help raise awareness on the importance of regulated import-export of used vehicles, FIA actively uses various channels such as their public and member websites and their social medial tools to regularly promote and disseminate the information about the projects within their network and beyond. Finally, Ms. Krid encourages stakeholders to make effective use of, and benefit from these communication materials since created videos, factsheets, and visuals can be accessed and downloaded via FIA and project websites.

8. Ms. J. Obikwelu, member of ECE sustainable transport division, provided updates on the key findings from the road safety project. She highlighted the main goals of the project were focused on the safety and environmental performance of used vehicles. She noted that there were two main questions being addressed within the project, What level of performance is needed before export and How to ensure the export of only quality used vehicles. Under the umbrella of safety, the ECE secretariat had defined the starting point as the use of the recommended minimum set of UN Vehicle Regulations. She also highlighted that quality can be achieved through Periodical Technical Inspections (PTI) to certify that a car is roadworthy at the time of export and highlighted the importance of random and/or systematic testing on the importing side. She emphasised that WP.29 has existing tools in form of the UN 1958 and 1998 Agreements when it comes to the manufacture of new vehicles and the UN 1997 Agreement which could be utilized by countries to fulfil their PTI operations to validate a vehicles' quality. She explained that these tools could be used between exporting and importing countries for a more harmonized approach in addressing the safety and environmental elements of used (and also new) vehicles. She also recalled WP.29's decision to endorse the establishment of an Informal Working Group (IWG) to address technical issues related to safety and environmental features for new and used vehicles. Finally, she highlighted the main principles of the secretariat's work on new and used vehicles as focusing on performance requirements and noted that once a vehicle is manufactured in accordance with the UN Global Technical Regulations (GTRs) or UN Regulations, it will meet the necessary minimum safety and environmental requirements.

9. Mr. R. Lisinge, the representative of the United Nations Economic Commission for Africa (ECA), gave an update on the current situation in Africa from the ECA perspective. He said that the fleets of vehicles have grown exponentially in the last few years highlighting specifically countries like Cameroon, Uganda, Zimbabwe and Ethiopia. In addressing the issue of new and used cars he underscored the need to also look at the environmental impact of used cars as they often contribute substantially to greenhouse gas emissions, and this is especially true for buses. With the expected continued growth of vehicle purchases on the continent, there is the need for more action to cope with the upcoming demand for large vehicles. He said ECA has established standards and the African Road Safety Plan and is working on communicating the ways on how the plan can be achieved. The representative of ECA noted that while things are moving forward there were still gaps that were identified including the inspection stations specifically in rural areas and they will need to be addressed He also noted that there needs to be a strong enforcement regime for the implementation of regulations at country's national level.

10. Ms. Stella Apolot the representative of The East African Community (EAC), presented on the work being done by EAC in the transport sector and the focus for driving development within EAC countries. She explained this work also includes a focus on climate change, and while not encouraging the ban of used vehicles in order to maintain the positive

impact of the vehicles, there is a need to improve the quality of imported vehicles. The harmonization of standards, clean fuels and vehicle emissions have been a focus for EAC countries with Kenya and Rwanda already adopting the Euro 4/IV Standard for vehicle exhaust emissions. The harmonization of EAC Standards and Euro 4/IV is currently on track to be finalised by April 2022. She highlighted that there are two main groups responsible for raising awareness and recommending a way forward, they are African Standardization Organization (ARSO) and Tripartite Transport and Transit Facilitation Programme (TTTFP). In conclusion, the representative of EAC said the next steps will focus on awareness and capacity building to facilitate standards implementation in African countries

B. Session II: Expert Roundtable: Towards a harmonized Framework for New and Used Vehicles

11. The second session of the side event was moderated by Mr. Nissler, the representative of ECE. The second session was a roundtable discussion of experts from different regions. He began by introducing the representative of the Netherlands

12. Mr. Herman Sips from the Transport Decarbonisation Alliance (TDA) at Ministry Infrastructure and Water Management of the Netherlands, stated that there needs to be a worldwide transition to Zero Emissions Vehicles (ZEV) in addressing the question of how to ensure that environmentally suitable vehicles are shipped. He noted that while making this transition the issue of a green divide for the developed countries and the countries receiving the large portion of imports of vehicles needs to be acknowledged and addressed to ensure that it does not occur. He highlighted that during a desk study on exported vehicles, many vehicles were in the EURO 2 or 3 category with poor airbags and did not pass a minimum road worthiness test and would be considered End-of-Life Vehicles (ELV) by European Standards. Based on the study, he emphasised that there were four action areas that should be in focus: the import standards, the export standards, maintenance and inspection and circularity and quality of fuels. To achieve this focus, he noted that there needs to be a global and European approach in the export of vehicles to Africa. At the global level he suggested that there is an opportunity to work with environment ministers at the upcoming UNEA to give stronger mandates to UNEP and these mandates should be linked to the harmonised standards of WP.29. The ELV Directive needs to be updated to include language to ensure there is a valid road worthy certificate for transport. He said in the Netherlands, there is no specific plan, but he also suggested that this could be a possible place for a pilot.

13. Mr. Fernandez from CITA addressed the question of How can we demonstrate or achieve greater rolling out of PTIs and other systems for testing in Africa? He highlighted that there is strong need to develop vehicle compliance schemes for new and used vehicles. He said this can be done through two ways, technicalities, and governance. Under the technicality aspect, Mr. Fernandez noted that the focus would be a mutual recognition and worldwide standardization utilising the WP.29 agreements as new tailoring is too expensive. The other aspect of governance addresses the need for governmental responsibility and that standardization needs to work together with governance. There needs to be realistic and updatable vehicle compliance and there needs to be a mechanism to empower authorities.

14. Major (Rtd), John Kipchumba Yator, the expert from Hilltop Engineering in Kenya, addressed the question, Do you see the need for some regulatory activities in your country to be on equal footing with local car production? And if so - should these be harmonized among countries to avoid a grey market? He noted that in the case of Kenya, vehicles are mainly imported from Japan and the United Kingdom of Great Britain and Northern Ireland. He noted that the first step was the need for regulation which will help with curbing crime (theft of vehicles), reduce air pollution, and increase safety. He further expanded that to adequately address the question of equal footing regulation is essential for the importers and exporters of the vehicles to establish and understand the rules of the game. He underscored the need for a harmonized framework so that the different regional players can be brought under one roof through extended producer responsibility and address issues related to achieving the circular economy. Finally, he noted that the used spare parts should also be considered in the development of regulations when thinking about new and used vehicles, the regulation should take into consideration the testing standards for the spare parts similar to those for used cars.

15. Mr. Zacharie Ngoumbe, the Secretary General of the Economic and Social Council in Cameroon, began his presentation by highlighting that the Economic Community of Central African States (ECCAS) is lagging in implementation of certain directives to improve vehicle efficiency. However, Cameroon is the most advanced country in this area and are on the way to establishing baseline for a less polluting economy. He noted that costs have been a factor in the purchase of used vehicles for those in Cameroon as they are much cheaper for middle- and low-income communities. However, he noted that many of these vehicles are as far back as the Euro 2 standard. He then highlighted the measures taken in Cameroon as it relates to homologation, technical inspection and governance as there had been issues with fake certificates which have had an impact on technical inspections. The measures also included tax incentives on newer vehicles and heavier import duties for older vehicles. Looking forward, he also suggested that there should be a mechanism to carry out a vehicle inventory analysis and a ban on non-standard vehicles, with further capacity building efforts in African countries. He further noted that there should be international sanctions for countries that import or export polluting non-standard vehicles. The global approach needs to balance the needs of the community.

16. Mr. Tiéssé Lucien representative from Cote d'Ivoire provided an update on the used car market in Cote d'Ivoire. He noted that once an imported used vehicle is over 10 years it was subject to taxes, and this is as a result of 2011 and 2012 redesign of the import policy for cars. He further explained that in 2017, the government decided to ban all imports for vehicles which were older than five years. For vehicles weighing more than eight tons the frame was seven years. Due to this change, there was a drop in imports, and there was a policy developed to help operators gain access to a younger vehicle fleet. In 2016 & 2017 around 500 taxis were delivered by the ministry to ensure that the vehicle fleet is newer, and the aim is by 2023 the number will be up to 1,000. He stated that the government is also looking into the purchase of electric vehicles, liquefied petroleum gas (LPG) and liquefied natural gas (LNG) vehicles to reduce the country's impact on greenhouse gases. Since the change in regulations, there has been a 30 per cent increase in new vehicles.

17. Mr. Yves Van der Straaten the expert from the International Organization of Motor Vehicle Manufacturers (OICA) provided his input from the manufacturer perspective. He said that manufacturers needed to take into consideration affordability and highlighted that in developed markets most vehicles are much safer now. He highlighted the need to have minimum legal requirements in all markets for vehicles. From the manufacturer perspective this can ensure there is a level playing field and putting this structure in place is relatively easy. The expert from OICA also highlighted that the cherry picking of requirements could also cause a problem, for example, picking requirements from one country or region and another requirement from another region. There needs to be harmonization in the development. Regular maintenance and regular control tests were key for vehicles inclusive of used cars and he closed by highlighting that mobility should be sustainable for all people.

C. Conclusions

18. The moderators wrapped up the session by highlighting the points made by the stakeholders during the session. This included the need for there to be a vehicle compliance schemes and inspections before export. Further, a system for regular inspections within the importing countries. Also highlighted was the essential need to bring all the players under one roof and we saw the powerful effect of taxation on the changes of behaviour in Kenya and Cameroon. Subsidies in public transport can create shifts towards newer vehicles and the industry is willing to place on the market compliant vehicles if there is a level playing field.

Report of the side event on “Automation, Connectivity and E-mobility”

I. Introduction

1. The United Nations Economic Commission for Europe (ECE)/Inland Transport Committee (ITC) side event was opened by Ms. Olga Algayerova, Executive Secretary of ECE. She highlighted the role of transport in providing access to work, health, education, to markets and supply chains for business and more. She also mentioned the negative externalities coming from transport like the road safety crisis, impact on air pollution, climate change and congestion, among others. She stated that the ITC and its subsidiary body the World Forum for Harmonization of Vehicle Regulations, (WP.29), had done a lot of work on technologies to reduce the harmful effects of internal combustion engines, to define testing and assessment procedures for hybrid vehicles, electric vehicles (EVs) and Hydrogen Fuel Cells Vehicles (HFCVs). She added that WP.29 also worked hard to tackle the issues related to Automated and Connected Vehicles, together with the Global Forum for Road Traffic Safety, WP.1. She acknowledged, that automation itself would not solve the road safety crisis, but by following the regulations it played an essential role in saving lives. She added that recently adopted UN regulations on automated driving functionalities and cyber security were a clear demonstration of this potential. Regarding climate change, she stated that the switch to EVs, powered by green electricity, was essential. She also stated the importance of considering managing and recycling batteries from old vehicles would also support the circular economy. She stressed the necessity to continue working together and gathering global expertise at the World Forum to make these changes possible.

2. Mr. Jean Todt, United Nations Special Envoy for Road Safety, thanked Austria for organizing this event. He recalled the proclaiming of the Decade of Action for Road Safety 2021-2030 by the UN General Assembly in August 2020, which targeted on halving the number of road traffic deaths and injuries by 2030. He pointed out that transport could make a positive contribution to a more safe, efficient and sustainable future, as it generates some 25 per cent of global carbon dioxide (CO₂). He stated that the required technologies already existed, for instance electric transport. He acknowledged that automation would not solve the road crisis by itself, but that it could contribute to road safety. However, regulations for automation were needed. He emphasized that one of the main challenges was ensuring access to technology for low- and middle-income countries in order to save lives and suggested that features like the Emergency Call and Electronic Stability Control should be standard features.

3. Mr. Christoph Wieland, Deputy Permanent Representative of Austria to the United Nations Office in Geneva, stated that Austria believed the work of ITC was a best practice of effective multilateralism. He stressed that the technological developments of these century should aim at reducing CO₂ emissions and mitigating climate change, where WP.29 had a very important role to play. He added that WP.29's work was aligned with Austrian's master plan for mobility and being climate neutral by 2040. He remarked that E-mobility for the passenger and freight transport sector was an important element for reaching this goal. He stated that Austria's aim for the future was digitalisation, energy efficiency and decarbonisation, and stressed that partnerships between private and public sectors were needed to reach good results.

4. The conference was moderated by Mr. Antonio Erario, Chair of WP.29. It consisted of two sessions with presentations from speakers, followed by discussions, and a concluding observation segment. The first session was moderated by Mr. Richard Damm, Chair of the Working Party of Automated/Autonomous and Connected Vehicles (GRVA) and the second session by Mr. André Rijnders, Chair of the Working Party on Pollution and Emissions (GRPE).

- (a) Session I: Expert Roundtable on Automation and Connectivity
- Luciana Iorio, Chair of WP.1;

- Gerhard Greiner, ALP.Lab, Austria;
- Governor Matthew Blunt, American Automotive Policy Council (AAPC);
- Julia Belyakova, Yandex Self-Driving Group, Russian Federation;
- Christopher Wright, Vehicle Standards, Department of Infrastructure, Transport, Regional Development and Communications, Australia;
- Alejandro Furas, Global New Car Assessment Programme (Global NCAP).

(b) Session II: Expert roundtable on E-mobility

- Eva Gerold, Montan University Leoben, Austria;
- Yves van der Straaten, International Organization of Motor Vehicle Manufacturers, OICA;
- Karl Simon, U.S. Environmental Protection Agency (EPA), United States of America;
- Jongsoon Lim, Korean Transportation Safety Authority (KOTSA), The Republic of Korea;
- Christoph Nolte, DEKRA SE, Germany.

5. All presentations were made available at: <https://unece.org/transport/events/itc-side-event-automation-connectivity-and-e-mobility>

II. Main insights

6. Mr. Erario, Chair of WP.29, opened the side event by welcoming all the participants and thanking ECE and the Government of Austria for organizing this event. He briefly introduced the two sessions and recalled the importance for ITC and WP.29 of vehicle automation, connectivity and electrification which were addressed by the two sessions.

A. Session I: Expert Roundtable on Automation and Connectivity

7. The moderator of the first session and Chair of GRVA, Mr. Damm, opened the session and invited the speakers to express their point of view regarding Automation and Connectivity.

8. Ms. Luciana Iorio, Chair of WP.1, stressed that she expected automated vehicles (AVs) to be useful to safe mobility at a global level, hence to overall societal progress. She added that automation and road safety should be decoupled as road safety was much more than automation, as it was a complex multilayer concept to which automation could contribute. The same for comfort and safety, which should not be mixed in the approach to the vast opportunities given by automotive technology advancements. She suggested that WP.1 and WP.29 should elaborate what actions had to be taken to achieve this contribution to road safety.

9. Mr. Gerhard Greiner, Managing Director of ALP.Lab GmbH, introduced the company ALP.Lab and its activities. He pointed out, that testing of ADAS/ADS equipped vehicles was tougher in Austria due to the rough weather conditions which needed to be considered for the appropriate validation of vehicles. He presented ALP.Lab's portfolio consisting out of a combination of real world and virtual testing, usage of digital twins, providing grounds for NCAP testing, Hardware-in-Loop (HIL) tests and creating an alpine dataset for simulation and training for Artificial Intelligence, among others.

10. Governor Matthew Blunt, President of AAPC, congratulated ITC and its bodies for their evolution to become a truly global forum, which was not only effective in Europe but in the whole world. He pointed out that the work of WP.29 was more important today than ever before, as automation, connectivity and E-mobility were transformative and revolutionary, as well as a critical mechanism to help harness these new technologies to reduce the impact on the environment. He stressed the importance of preventing a patchwork

of automotive regulations on future mobility – as they would negatively impact consumers, as well as safety – and expressed U.S. industry’s strong support for an open dialogue between the Contracting Parties. He expressed U.S. automakers’ appreciation for the work of WP.29, and he encouraged the forum to continue to be inclusive, transparent, and forward thinking in its harmonization efforts, so that self-certification and type approval authorities were able to meet the challenges of the 21st century.

11. Ms. Julia Belyakova, Government Affairs Director of Yandex Self-Driving Group, presented activities of Yandex, which aimed at enhancing accessibility through automation and connectivity. She described a project, which was launched in 2018 in chosen cities of Israel, the Russian Federation and the United States of America, where taxi or delivery services were mostly carried out by autonomous vehicles. She reported that already 25 thousand passenger rides without anyone behind the steering wheel were conducted and stated that due to this service people’s mobility reach was extended and their lives were made more convenient.

12. Mr. Christopher Wright, Assistant Director of Vehicle Standards, Department of Infrastructure, Transport, Regional Development and Communications in Australia, highlighted the importance of the work of WP.1 and WP.29. He informed that Australia was developing a nationally agreed approach for the safe deployment of AVs by 2026, a new safety law for AVs and a new national in-service AV regulator, among other things, to ensure that Australia was ready to benefit from the advantages of AVs. He described the main benefits for Australia were the reduction of road trauma, the extension of mobility and increased productivity.

13. Mr. Alejandro Furas, Secretary General of Global NCAP, stated that there would not be enough AVs on the markets to influence the fatality and injured rates until 2040, they would not solve road safety issues by themselves and should not be considered as the “silver bullet”, but that AVs would make a huge contribution in a mid to long-term perspective. He stressed that governments needed to ensure a proper environment and infrastructure for AVs. He also suggested to open the scope wider, so when systems were going on the markets, they should be able to cope with difficult infrastructure but mainly with unpredictable human behaviour on the roads as seen in some markets. He highlighted the great contribution of ADAS systems as a previous step to AV and questioned whether current ADAS technologies can robustly deal with scenarios seen on the roads of emerging economies. AVs contribution will likely hit first commercial use and its benefits in road safety. He questioned if ADAS technologies to be combined with AVs in the near future will be able to deal with challenges seen in certain markets with not well developed infrastructure and not well developed roads to properly communicate with current vehicles and AVs in the future. A common approach was needed to work together on the basic requirements for safety, also in emerging markets, and then on automation.

14. The session’s moderator, Mr. Damm, asked Ms. Iorio how the automation of vehicles would affect the change in mobility and services linked to mobility.

15. Ms. Iorio answered, that changes in mobility as well as in urban environment with its different traffic layouts, and different urbanism, would be highly significant. She stated that it was important to think about the users of these new technological advancements and not about the technology itself.

16. Mr. Damm asked Governor Blunt, what regulators could do to support the development of innovations which were securing a level playing field both for innovation and safety/sustainability.

17. Governor Blunt answered that it was critical to have a technology neutral approach which relied on science and data in order to maximize the possibilities which could be realized with future mobility technologies. He stated that another important aspect was to ensure the access to future mobility solutions for all consumers and markets.

18. Mr. Damm asked Ms. Belyakova about the current state of technology for automated vehicles and how it could support the Sustainable Development Goals.

19. Ms. Belyakova answered that it was necessary to consider the different weather conditions, but that the current state was able to operate regular driverless taxis in small cities

and districts. She stated that the Sustainable Development Goals could be supported by the use of electric cars in combination with automation.

20. Mr. Damm asked Mr. Wright to what extent the global harmonization at the ECE managed to address geographical specificities of Australia so far and what could be done with regard to Automation and Connectivity to reach the same level of useful harmonization.

21. Mr. Wright stressed that the regulations for AVs needed to be flexible enough to enable the benefits of AV technology without being limited by infrastructural infrastructure requirements and that they should be able to accommodate vehicle combinations

22. Mr. Damm, Chair of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), thanked all the speakers for their valuable inputs and the expressed point of views and concluded the session by summarising that the global collaboration at the ECE will help and accelerate the development in the field of automated and connected driving.

B. Session II: Expert Roundtable on E-mobility

23. The moderator of the second session and Chair of GRPE, Mr. Rijnders, opened the session and invited the speakers to express their point of view regarding E-mobility. He asked to consider the various kinds of transports and technologies, like batteries and hydrogen.

24. Ms. Eva Gerold, Research Associate at the Montan University Leoben in Austria, stated that for 2021, all regions, and most countries, witnessed strong increases in EV sales, whereas Europe (EU, EFTA, and UK) led with a 14% EV share for the first six months combined. She informed that thus, the sales of 6.4 million EVs were expected in 2021, representing a growth of 98% compared to 2020. She stated that depending on the scenario assumed, sales of EVs would increase to between 13.1 and 20 million by 2025, while by 2030 they were already expected to reach between 25.8 and 46.8 million units. She pointed out that currently, this increase in EV sales was expected to result in an amount of used lithium-ion batteries of 875 MTons in the European Union by 2025.

25. Mr. van der Straaten, Secretary General and Technical Director of OICA, fully endorsed the need for a reduction of the carbon footprint as soon as possible, but also requested this be done in a realistic manner. He stated that the replacement of existing fleets would take 15 to 20 years or even longer for trucks and that big investments were necessary to carry out this transformation. He stated that the technology of BEVs was already known for a long time but the possible available range of the current state of the art BEVs would not be sufficient for long distance and is therefore probably a better option for urban or semi-urban environments at this stage. He further stated that BEVs had big potential, but the infrastructure for recharging, the range, and the recharging speed needed to be improved. He mentioned that HFCVs showed similar advantages as BEVs, like no emissions, no noise, full torque, and had a clear advantage in terms of adequate range and fast refuelling; HFCVs however suffer from the same problems as BEVs in terms of costs and the lack of refuelling infrastructure. He concluded that several technologies, including new Internal Combustion Engine (ICE) concepts, remain possible for zero or extremely low CO₂ emissions in a well to wheel approach. All these technologies have pros and cons, but it is unlikely that the necessary investments for the development of all of them at the same time will be possible. He stated that the industry would follow the requested path of electrification, but needed support and guidance in terms of cost and infrastructure.

26. Mr. Karl Simon, Director of the Transportation and Climate Division at United States of America Environmental Protection Agency (EPA), highlighted that it was a transformative time for the transport industry and informed that the United States of America was making significant investments in E-mobility across the passenger and freight transport sector. He stated that the work done in Geneva was a great example of getting ahead for some of the current questions regarding the necessary actions to reach a zero-emission transport future. He added that regulatory frameworks could provide consistent policy developments and set signals where investments needed to go. He emphasized that not only vehicle technologies played an important role, but also infrastructure, awareness activities and others in order to move the transportation sector forward into a zero-emission future together. He explained

that he was excited to work together across the Contracting Parties, to learn from each other and to identify where to put efforts to good use.

27. Mr. Lim, Senior Researcher at the Automobile Safety Research Institute of the Korea Transportation Safety Authority (KOTSA), focused on the development of the EV share in vehicle sales from the Asian perspective. He presented the results from a survey conducted in 2020, which had shown that EVs are the preferable vehicle type when purchasing a new car but that the lack of charging stations was one of the main reasons for hesitation to actually buy an EV. He informed about the current goal to increase the E-mobility sales in The Republic of Korea to 7.85 million by 2030 and the incentives given by The Republic of Korea, like EV subsidy support, E-mobility tax reductions and the expansion of electric vehicle charging stations.

28. Mr. Nolte, Head of Vehicle Inspection Service Division and Executive Vice President of DEKRA SE, pointed out that automation, connectivity and electrification were the key elements of future mobility. He stated that there were the three following main aspects in order to efficiently implement safe, secure and sustainable transport. As a first element he emphasized automation, which would lead to the decrease of road death and added, that type approval was a good basis to bring these vehicles on the market. The second element was connectivity and the management of exchanging data over the air, which had a key role and was a complementary measure to make road traffic safer. The third element he highlighted was a reliable charging infrastructure that enables E-mobility and was a very important success factor.

29. Mr. Nolte presented a video on current vehicle batteries capacity and its testing with high-level statements from the Austrian Minister of Transport, HE. Ms. E. Gewessler, German Parliamentarian Secretary of State for Transport, HE. Mr. O. Luksic, Director General of DG MOVE Mr H. Hololei and DEKRA member of Board, Ms. U. Hetzel.

30. Mr. Rijnders, Chair of GRPE, thanked all the speakers for their valuable inputs.

III. Wrap up and closing

31. Mr. Erario, Chair of WP.29, thanked the Chairs of GRVA and GRPE for moderating the two panels as well as the relevant speakers for providing their high valuable contribution to the event. He commended Mr. Ian Yarnold, Co-Chair of the Informal Working Group on Intelligent Transport Systems, for the effort put in the organization of the side event and invited him to close the session.

32. Ian Yarnold, Co-Chair of the Informal Working Group on Intelligent Transport Systems, highlighted the fundamental change to road transport that was now underway in how vehicles were used since their introduction 120 years ago. He explained that from their introduction in the late 19th century, vehicles had required drivers, and most had used an internal combustion engine for propulsion. He stated that this was now changing rapidly, and WP.29 was developing the solutions that are helping to make this happen. He recognised the legal issues for drivers and the work of WP.1. He further highlighted that for E-mobility, there were behavioural change issues by consumers and road users and that WP.29 was again facilitating outcomes such as on battery health requirements as a means to reassure purchasers. He stated that WP.29 had strong support from ITC and that the side event had illustrated the value of its work in facilitating solutions for society, for industry and for Governments. He concluded that he looked forward to continued ITC support in the years ahead.

Report of the side event “Roundtable on Euro-Asian Transport Links”

I. Introduction

1. This side event took place on 24 February 2022 from 13:00 to 14:55 and was jointly organized by the Ministry of Transport of the Russian Federation and the Permanent Mission of Turkmenistan to the UN Office at Geneva. The roundtable was, upon request by the two Governments, facilitated by ECE in the margins of the 75th Anniversary Session of the Inland Transport Committee.

II. Opening

2. The side event was opened by Mr. Dmitry Zverev, State Secretary - Deputy Minister of Transport of the Russian Federation. He underlined the importance of the ECE project on Euro-Asian transport links (EATL) outcomes, including 9 road, 9 rail and 17 inland water routes, as well as 70 sea and 52 river ports for the transportation between Europe and Asia that have been developed and defined, 300 priority projects for the development of transport infrastructure that have been identified during three stages of the project. He pointed out that the involvement of the authorities together with the scientific and business communities could contribute to the international transport corridors development. In this regard he presented the activities of the Autonomous Non-profit Organization “Directorate of International Transport Corridors” that together with the Russian Ministry of Transport have elaborated facilitation measures on international transport corridors, in particular the North-South Corridor and the East-West Corridor. Moreover, he informed participants about work conducted within the EAEU.

III. Panel discussion

3. The discussions were moderated by Mr. Dmitry Shiyan, Deputy Director, International Cooperation Department, Ministry of Transport of the Russian Federation.

4. The side event took stock of progress achieved along some Euro-Asian corridors and explored ways to enhance inter-regional transport connectivity in the future.

5. Statements were made by:

- Mr. Dmitry Mariyasin, Deputy Executive Secretary, United Nations Economic Commission for Europe (ECE)
- Mr. Konstantinos Alexopoulos, Chief, Transport Facilitation and Economics Section, Sustainable Transport Division, ECE
- Mr. Temirbek Asanbekov, Member of the Board, Minister in charge of Energy and Infrastructure, Eurasian Economic Commission
- Mr. Varos Simonyan, Member of the Board, Minister in charge of Internal Markets, Information Support, Information and Communication Technologies, Eurasian Economic Commission
- Mr. Alexey Petrov, Director General, Autonomous Non-profit Organization Directorate of International Transport Corridors
- Mr. Weimin Ren, Director, Transport Division, ESCAP Secretariat
- Mr. Atageldi Haljanov, Ambassador, Permanent Representative of Turkmenistan to the United Nations office at Geneva

- Mr. Armen Simonyan, Deputy Minister of Territorial Administration, and Infrastructure of the Republic of Armenia
 - Mr. Alexei Lyakhnovich, First Deputy Minister of Transport and Communications of the Republic of Belarus
 - Mr. Berik Kamaliev, Vice-Minister of Industry and Infrastructure Development of the Republic of Kazakhstan
 - Mr. Amin Taraffo, Director General for Commercialization and Associations Affairs Department, Ministry of Roads and Urban Development of the Islamic Republic of Iran
6. The discussions focused on the North-South Corridor given its significant potential, recent developments, and the many practical measures taken by countries along it.
7. The side event gathered an audience of national transport policy makers from several countries as well as representatives of international organizations.

IV. Conclusions

8. The side event recognized the impressive analytical and regulatory work carried out so far by ECE, in the framework of WP.5 and the EATL project, and by ESCAP as well as the many practical measures being undertaken by Governments in the region so far. In terms of possible next steps, the side event underlined the advantages of setting up transport corridor monitoring and management mechanisms, as WP.5 has already initiated, with a dual focus on achieving better inter-operability of infrastructure and the coordination of legal regimes, transit, and trade arrangements as well as cargo flow management.

Full Government statements delivered during the eighty-fourth Annual Session of the Inland Transport Committee

Statement from Portugal (agenda item 11 (c))

2022 - A new beginning for transport

The COVID-19 pandemic has exposed the vulnerability of our societies and economies and highlighted our dependency on international transport. Portugal believes that 2022 is the year that will mark a new beginning for international transport taking into account, in large part, the resilience that we have built up together in the last two years.

During 2022 Portugal will serve as CEDR's Presidency and in that role, we defend the need for a Sustainable Mobility for Intelligent and Resilient Infrastructures. In this context we believe that the time is right to debate, and act, on how to better integrate the digitalisation and decarbonisation paths, in order to ensure that progress on both paths is mutually beneficial and will lead us to an economy with net-zero greenhouse gas emissions.

Later this year, Portugal will organize the Transport Research Arena (TRA), the foremost European research and technology transport conference that covers all transport modes and all aspects of mobility, and that brings together experts from around the world to discuss the newest innovations and future of mobility and transport. The conference will take place from 14-17 November, at the Lisbon Congress Center (CLL), situated in the historical area of Belém, just by the Tagus River.

The theme of TRA 2022 will be Moving together – reimagining mobility worldwide, and in fact we intend that, on this special occasion we all take a step ahead from the challenges raised by the COVID-19 pandemic. As we bring together researchers, policy makers and industry representatives, we intend to promote a lively debate on the ways that research, innovation, and the implementation of new ideas can contribute to reimagine a more efficient, safer, carbon-free, inclusive, and sustainable transport in all its modes. We would welcome you all in our city.

Finally, we also wish to recognize the importance of the ITC on promoting the debate over international transport issues and its active role on promoting the achievement of the 2030 Agenda and the Sustainable Development Goals. Congratulations ITC on your 75th anniversary!

Statement from Ukraine (agenda item 12)

The representative of Ukraine requested the floor under any other business and made the following statement: “Distinguished delegates, hours ago, the Russian Federation began a new wave of aggression against Ukraine. ITC was established in 1947, 75 years ago, with a mandate to help rebuild post-war Europe, develop economic activity, and strengthen economic relations between European countries. Today, all the efforts of the international community and this organization in particular, to build back and to develop and flourish the states of the European continent and beyond are under blatant and non-provoked attack. As we speak, the Russian armed forces are launching strikes on peaceful Ukrainian cities from different directions, including from the territory of the temporary occupied Donbas region and Crimea, as well as from the South-East region. This is an act of war, an attack on the sovereignty and territorial integrity of Ukraine, a brutal violation of the UN Charter and basic norms and principles of international law. Ukraine call on the international community and this Committee to act immediately. These actions by Russia will have a long-lasting, detrimental effect, including in the sphere of the purview of this body. The lives, security and well-being of Ukrainian citizens are at stake. But also the security of citizens in the entire Europe. And the future of the world depends on our joint and unified response as well. Only united and decisive action can stop Vladimir Putin's aggression against Ukraine. I thank you

Mr. Chair and through you, I would like to request the secretariat to include this statement in the records and the report of this meeting.”

Statement from the European Union (agenda item 12)

The representative of the European Union requested the floor and made the following statement, with a request to add it to the report of the Committee: “Distinguished delegates, the European Union and its Member States condemn in the strongest possible terms the unprovoked invasion of Ukraine by armed forces of the Russian Federation. Russia’s military attack against Ukraine – an independent and sovereign State – is a flagrant violation of international law and the core principles on which the international rules-based order is built. The EU, its Member States together with transatlantic and like-minded partners have been united in making unprecedented efforts to achieve a diplomatic solution to the security crisis caused by Russia. The EU has made clear from the outset and at the highest political level that any further military aggression against Ukraine will have massive consequences and severe costs. The EU and its Member States call on the international community to demand from Russia the immediate end of this aggression, which endangers international peace and security at a global scale.”

Statement from the United Kingdom of Great Britain and Northern Ireland (agenda item 12)

The representative of the United Kingdom of Great Britain and Northern Ireland requested the floor and made the following statement: “Along with those who have spoken before me, I regret the grave situation on the region that clouds our meeting today. My deepest sympathy goes out to those who are suffering and will suffer because of these sad developments. Russia’s assault on Ukraine is an unprovoked, premeditated attack against a sovereign democratic state. The UK and its international partners stand united in condemning the Russian government’s reprehensible actions, which are an egregious violation of international law and the UN Charter. The UK has called upon Russia to urgently de-escalate and withdraw its troops. The sovereignty and territorial integrity of Ukraine or any other country is not up for discussion. The UK stands with Ukraine, its people and its democracy.”

Annex VII

Report of the ITC Round Table “On the road to sustained and full recovery: post-COVID-19 initiative for inland transport and the role of the Committee”

I. Introduction

1. This roundtable took place on 25 February 2022 from 10:00 to 13:00 and was hosted by Mrs. Els de Wit, Chair of the Working Party on Transport Trends and Economics (WP.5). It was set up to explore why, despite strong and consistent efforts by member States, recovery efforts have not yet led to the desired return to pre-pandemic levels of growth and sustainable development and keep on further hampering the implementation of the 2030 Agenda and the achievement of the Sustainable Development Goals, including through major disruptions of international supply chains.

II. Opening

2. The roundtable, which consisted of a government panel and a private sector discussion, was opened by Mr. Dmitry Mariyasin, Deputy Executive Secretary, United Nations Economic Commission for Europe (ECE).

III. Roundtable discussions

A. Panel Discussion: Current actions and plans by Governments and international organizations to support sustained and full recovery

3. The panel discussion was moderated by Mrs. Els de Wit, Chair of the Working Party on Transport Trends and Economics (WP.5) and provided perspectives from various transport sectors (public transport, inter-modal transport, and maritime transport).

4. Statements were made by:

- Mr. Kaan Yildizgoz, Senior Director, International Association of Public Transport (UITP)
- Mr. Jerzy Kleniewski, General Counsellor, Ministry of Infrastructure of Poland
- Mr. Jan Schlierf, Programme Manager, German Research Association on Combined Transport
- Mr. Jan Hoffman, Head, Trade Logistics Branch, DTL, United Nations Conference on Trade and Development (UNCTAD)

5. Panellists exchanged views, from a cross-sectoral perspective, on how their respective sub-sectors had all been impacted by the pandemic and what responses had been formulated in addressing those. Reference was made to the initial border closures for freight and the uncoordinated restrictions for truck and train drivers, maritime crews, and seafarers which had generated significant global supply chain impacts. Other hampering factors in responding and managing the pandemic that were referred to, included the lack of a harmonized approach among countries and among transport sub-sectors in responding to the outbreak, the lack of coordination and cooperation between various stakeholders nationally, regionally, and internationally, and the absence of whole of transport sector emergency and contingency plans. Panellists agreed that some of the impacts experienced were longer-lasting than others, such as the structural shortage of skilled transport and logistics workers in specific sub-sectors, the container shortages on specific trade routes and remaining congestion in many container ports across the world.

B. Roundtable discussion: Actions and recommendations by the private sector to overcome international supply chain disruptions

6. The Roundtable discussion was moderated by Mr. Tom Bartman, Associate Partner at McKinsey and Company and provided a platform featuring senior level private sector representatives and academia to share their perspectives on how to best mitigate the economic impact of the pandemic and suggest what is required to allow for full recovery and increased resilience of global supply chains against potential future shocks.

7. Distinguished members of the roundtable were:

- Mr. Tom Bartman, Associate Partner at McKinsey and Company
- Mr. Uwe Brinks, CEO, DHL Freight
- Dr. Dirk Holbach, Chief Supply Chain Officer, Laundry & Home Care, HENKEL
- Mr. Felix Klinkner, Director of Supply Chain Operations, Europe, Middle East and Africa Region, Hewlett & Packard
- Mr. Matthias Maedge, Director Advocacy, International Road Transport Union (IRU)
- Dr. Steven A. Altman, Senior Research Scholar and Director, DHL Initiative on Globalization, Center for the Future of Management, NYU Stern School of Business

8. Speakers shed light on what they saw as the most significant supply chain challenges faced by their respective companies in the wake of the pandemic and called upon Governments to support them in addressing those. In this regard, reference was made to the shortage of skilled transport and logistics workers, notably in the road transport sector and the role that Governments could play in offering tailored training programmes and providing other incentives, including improved labour policies, to assure the attractiveness of the sector. The need to create regulatory frameworks that are conducive to digitalization, automation, and introduction of new technologies to strengthen productivity of the area was another area for action that was highlighted. Regarding the latter and given the increasing volumes of international trade and transport data flows the importance of cyber security was emphasised as well. Panellists also called upon Governments to streamline procedural requirements for trade and transport both domestically as well as internationally to avoid duplication and time losses, to increase, wherever possible, its investments in adequate transport infrastructure and to guarantee the seamless supply of critical components. Finally, emphasis was put on fiscal policies and the need to keep fuel prices manageable and consider allowing longer and heavier road vehicles leading to a reduced fuel consumption. The private sector panel called upon Governments to continue aligning its regulatory framework with the needs of the industry and remain playing its role in enabling a flexible and resilient supply chain at global, regional, and local levels.

9. Following the panel discussion, an update was provided on the status and future outlooks of the COVID-19 pandemic by Dr. Richard G. Pebody, Team lead, High Threat Pathogens Infectious Hazard Management, Health Emergencies Programme, World Health Organization (WHO) Regional Office for Europe.

IV. Conclusions

10. In conclusion, the WP.5 Chair welcomed the many proposals made and emphasized that the Committee had just adopted a set of recommendations developed by the Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 as well as an action plan for their implementation. (ECE/TRANS/2022/19). She stressed that as part of this document, the secretariat had also developed a concept note regarding contingency planning for rail, road, inland waterways, and intermodal transport and that these proposals will be presented to the mode-specific Working Parties for their consideration and possible further elaboration. She invited the private sector representatives and transport industry, and supply chain leaders present at the roundtable to remain involved in the planned sectoral/ Working Party specific follow up activities on these proposals.