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INLAND TRANSPORT COMMITTEE
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DRAFT PROGRAMME OF WORK 1999-2003

Note by the secretariat

I. Programme activities

1. The draft programme of work contained in this document has been prepared by the secretariat on the basis of decisions taken by the Inland Transport Committee (sixtieth session), the Economic Commission for Europe (fifty-third session), the Committee's Bureau (meeting of 6 July 1998) and the Committee's subsidiary bodies in the course of 1998.

2. With a view to facilitating comparison of the description part of the attached draft programme with the text adopted by the Committee at its sixtieth session (ECE/TRANS/125/Add.1), the secretariat has indicated additional programme elements or elements replacing old text in bold characters while the texts proposed for deletion have been placed in square brackets.

II. Resource allocation

3. Considering its programme of work, the Committee may bear in mind the Reports of the forty-eighth, fiftieth and fifty-first sessions of the Economic Commission for Europe (E/1993/37-E/ECE/1284, E/1995/36-E/ECE/1324 and E/1996/34-E/ECE/1344) and pay particular attention to the following decisions which were adopted by the Commission (chapter IV of the reports): E (48), I (48), D (50), H (50) and G (51).

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4. In conformity with decisions E (48) and I (48), the Committee was informed at its sixtieth session about secretariat resources for the biennium 1998-1999 (TRANS/1998/3).

5. In 1998 three vacant P posts in the Transport Division were filled on a permanent basis. Two in the Unit of the Construction of Vehicles and another one in the areas of Transport Trends and Economics as well as Rail Transport. Two other vacant posts at the P-2 level in the area of Transport of Dangerous Goods were filled on a temporary basis pending the recruitment through national competitive examinations to be held in early 1999. The recruitment procedures for two other vacant posts at P-4 level in the areas of road transport as well as Customs Questions affecting Transport and Combined Transport respectively were under way. Additionally, the Division was restructured. The Transport of Dangerous Goods Unit, the workload of which had drastically increased, became the new Section of Transport of Dangerous Goods and Special Cargoes. Similarly, to take into account the increased workload, in particular in the area of the implementation of the TIR Convention, a new Section named Border Crossing Facilitation, encompassing the Unit responsible for Customs Questions affecting Transport and Combined Transport, was created. Moreover, in order to divide competencies with the former Facilitation and Special Projects Section, the latter was renamed Transport Development and Infrastructure Section. The name of the Technology Section remained unchanged.

6. The number of half-day meeting sessions allotted to the Committee and its subsidiary bodies since the last session was 378 1/.

III. General objectives pursued by the ITC

7. In order to allow a better understanding of the benefits to be gleaned from the work of the Inland Transport Committee it may be judicious to recall briefly the general objectives which are pursued in carrying out the programme of work as requested by the Committee's Bureau meeting on 6 July 1998. Through the pursuance of these objectives the Committee intends (i) to promote the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport in the ECE region; (ii) to further the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and documentation; (iii) to promote the coordinated development of infrastructures for road, rail and inland waterway transport as well as for combined transport;

1/ Calculated on the basis of documents ECE/TRANS/126 and TRANS/WP.29/566.

(iv) to support the development of sustainable transport by means of promoting both the reduction of the negative impact of transport on the environment and the utilization of environmentally-sound modes of transport; (v) to develop appropriate methodologies and definitions for the collection, compilation and harmonization of transport statistics for the purposes of comparability and consistency; (vi) to contribute to the elaboration, administration and revision of Agreements, Conventions and other international legally-binding instruments in the various fields of inland transport; (vii) to monitor progressively the implementation of these international legal instruments in the various countries; (viii) to promote subregional cooperation with a view to such implementation and (ix) to advise and assist ECE member countries, particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing transport systems and infrastructures.

DRAFT PROGRAMME OF WORK FOR 1999-2003

PROGRAMME ACTIVITY 02.1: TRANSPORT TRENDS AND ECONOMICS

Review of general trends with regard to transport development and transport policy and analysis of specific transport economic issues **Priority: 1**

Description: Review and exchange of information on general trends in the development of transport and of specific transport economic issues including transport development in the Mediterranean Region.

Work to be undertaken: The Committee and the Working Party on Transport Trends and Economics (WP.5) will consider and carry out the following activities:

CONTINUING ACTIVITIES

- (a) Study of economic aspects of transport and annual review of transport developments taking into account (i) the integration process going on within the ECE region, and (ii) the reform processes under way in transition countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development. (Continuing); **Output expected: Annual report on transport development** **Priority: 2**
- (b) Periodical review of new important policy developments relating to inland transport in UN/ECE member countries in order to make the medium and long-term evolution of transport more transparent. The Working Party WP.5 will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport. (Continuing); **Output expected: Reports on developments in inland transport of member countries (every five years); Report on competition in the transport sector (1999)** **Priority: 2**
- [(c) Review of major European lines of traffic on which general traffic and transit traffic are the most important to contribute to the bases of transport planning. (Continuing)]
- (c)[(d)] Consideration of the main European traffic lines in order to ensure accessibility of peripheral regions. (Continuing); **Output expected: Report on transport development in Pan-European Transport Areas (1999)** **Priority: 1**
- (d)[(e)] Consideration of the extension of the Pan-European transport corridors outside the EU and the countries associated with the EU. (Continuing); **Output expected: Report identifying and assessing important projects on Pan-European transport corridors Nos. 2, 3, 5 and 9(b) (1999/2000); Report on progress made in the implementation of the Pan-European Transport Corridors (1999); Report on Transport Infrastructure Needs Assessment (TINA) project (1999); Report on problems concerning the application, inter alia, of principles of**

market economy in the inland transport sector (1999). Priority: 1

- (e)[(f)] Study of the interrelationship of the UN/ECE agreements (AGR, AGC, AGTC **and its Protocol, AGN**)^{1/} and projects (TEM, TER) with the Pan-European transport network planning procedure, including Euro-Asian links, with a view to: **Priority: 1**

[identifying existing bottlenecks and missing links;]

indicating the major international transport routes to be considered for improvement and modernization, establishing priorities and a timetable **taking into account those parts of the networks where there are bottlenecks and missing links;**

assessing the cost of this infrastructure plan and making suggestions for financing it. (Continuing);

Output expected: Annual report on coherent European system of international transport infrastructure, Report on Euro-Asian transport links (1999); Report on bottlenecks in the Trans-European Railway (TER) network (1999)

- (f)[(i)] Collection of data concerning investments in transport infrastructures and study of the effects upon such infrastructures of developments in modal split taking into account, in particular, external costs in order to highlight the interaction between infrastructure and modal development. (Continuing) **Priority: 1**

- (g)[(1)] Transport 2000 in central and eastern Europe. Consideration of specific subjects related to the transport situation in central and eastern Europe in order to improve transport in transition countries. (Continuing); **Output expected: Annual report on development of data bank system in countries in transition** **Priority: 3**

- (h)[(o)] Activities for assistance to countries in transition regarding institutional adaptation of government administration and of transport enterprises to market economy. ^{2/} (Continuing); **Output: Annual report on assistance to countries in transition; Report on progress made towards market economy in the transport sector of transition countries (1999).** **Priority: 1**

^{1/} Modification proposed by the Bureau.

^{2/} A detailed list of activities is reproduced in Appendix I.

[(p)] [Provision of assistance to countries with transition economies through the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT). (Continuing)]

[(k)] [Assistance to the countries in central and eastern Europe to establish a data bank system to provide the bases for transport planning. (Continuing)]

- (i)[(q)] Strengthening of cooperation with the Mediterranean Study and Training Centres, the results of which will be submitted to the Committee, to enable all ECE countries to benefit from the activities carried out **including the organization of workshops**. (Continuing); **Output expected: Annual report on activities of the Study and Training Centres** **Priority: 2**
- (j)[(r)] Promotion of international transport agreements to permit, in particular, Mediterranean countries to adhere to them. (Continuing) **Priority: 3**
- [(s)] [Establishment of a short list of workshops with a view to promoting cooperation in the Mediterranean area. (Continuing)]
- (k)[(t)] Information on the studies on the Europe/Africa Permanent Link through the Strait of Gibraltar. (Continuing); **Output expected: Annual report on progress made in the analysis of Europe/Africa Permanent Link through the Strait of Gibraltar** **Priority: 3**

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- [(g)] [Study of alternative itineraries and modal complementary elements for infrastructure programming (elaboration of scenarios). (1998)]
- [(h)] [Collection of data for preparing traffic density charts and showing traffic flows country by country. (1998)]
- [(j)] [Study of problems of accessibility and links with peripheral countries with a view to analysing the relationship between regionalism and transport policies. (1998)]
- [(m)] [Establishment of indicators for the transport sector permitting to monitor the progress in transition countries to market economy. (1998)]

(1)[(n)] Consider the impact of regulatory measures in transport with the objective to identify the need for transport infrastructure and to study particular aspects in the New Independent States (NIS). [(1998)]; **Output expected: Report on regulatory measures in transport in NIS (2000)** **Priority: 1**

(m) **As follow-up to the Conference on Transport and the Environment: Development and implementation of programmes to establish attractive networks taking into account such aspects as intermodality, interoperability and environmentally sound vehicles. 1/**

PROGRAMME ACTIVITY 02.2: ROAD TRANSPORT

02.2.1 Road transport infrastructure **Priority: 1**

I. Implementation of and amendments to the European Agreement on Main International Traffic Arteries (AGR).

Description: In order to adapt the European road network to future requirements and to extend it to central Asian and Caucasus ECE member States, the Working Party on Road Transport (SC.1) will take suitable action for implementing the Agreement and for amending as necessary its provisions with regard, in particular, to the structure and numbering of the network (Annex I), applicable technical standards (Annex II) and user information and safety, taking into account the evolution of traffic flows.

Work to be undertaken:

[(a) Consideration of trends and developments in road transport including road traffic flows in order to establish a coherent and efficient international road infrastructure network in the ECE region. (Continuing)]

(a)[(b)] Review of the E road network and conditions to which it should conform and adoption of necessary amendments to Annexes I and II of the Agreement (Continuing); **Expected output by 2000: Consideration, and adoption as appropriate, of amendments to Annexes I and II of AGR;**

1/ In addition to the above item, the Working Party wishes to be associated with activities on transport and environment concerning, in particular, development of methodologies for setting up databases, implementation of scientific programmes, assistance to countries in transition, development of environmental guidelines, external costs, analysis of questions related to the protection of sensitive areas (see also items I (c), (d), (g), (h); III (e); IV (c), (f) in the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL)).

(b)[(c)] Consideration of the AGR Agreement in the light of new east-west traffic flows with a view to introducing main international road links in eastern European, Central Asian and Caucasus ECE member

States into the E-road network (Continuing); **Expected output by 2000: Adoption of amendments to Annexes I and II to the AGR including new E-roads in Central Asia and Caucasus.**

(c)[(d)] Consideration of the AGR Agreement in the light of other related UN/ECE legal instruments, **follow-up to the UN Regional Conference on Transport and the Environment (RCTE)** and related work of other organizations with a view to enhancing AGR provisions and standards which have an impact on road safety, environmental protection and energy saving (Continuing); **Expected output by 2000: Review of the AGR in the light of safety conditions requested by other bodies (e.g., WP.1); Development of strategies for follow-up to the RCTE.**

(d)[(e)] Taking an inventory of the existing infrastructure parameters of the E-road network in order to enable a comparison with the relevant requirements and recommendations laid down in the AGR and analysis of this inventory in conjunction with the Census of Motor Traffic on Main International Traffic Arteries in Europe in order to rationalize the collection of data (E Road Census). (Every five years; next in 2000); **Expected output by 2000: Complete geographic application of 1994 Inventory and integrate with E Road Census to be published every five years as: "The Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E-road Census and Inventory)(2000-2002).**

II. The Trans-European North-South Motorway (TEM) Project

Description: In order to assist in the construction of the TEM network as part of an integrated international road infrastructure, the Working Party on Road Transport will continue its close cooperation with the TEM.

Work to be undertaken:

(a) Review of progress made in the TEM Project and consideration of possibilities to contribute to its further development (e.g., combined transport, financing). [(2000)] **Expected output by 2000: Better understanding of the progress made by TEM countries in the development of TEM infrastructure.**

(b) Consideration of the possible application of results achieved by the TEM Project to the implementation of the AGR **taking into consideration the results of the Helsinki Conference.** [(2000)] **Expected output by 2000: Information on the status of the TEM network standards, allowing for effective implementation of the AGR (2001).**

02.2.2 Harmonization of requirements concerning international road transport and facilitation of its operations Priority: 1

Description: In order to simplify and harmonize requirements concerning international road transport and the facilitation of its operation, the Working Party on Road Transport will elaborate and update, as necessary,

appropriate international instruments and study selected aspects of international transport of passengers and goods by road, particularly those related to the facilitation of road transport between eastern and western Europe and the simplification and harmonization of administrative procedures and documentation.

Work to be undertaken:

- (a) Implementation of and amendments to the AETR Agreement. (Continuing)
Expected output by 1999-2000: Adoption of a set of amendments to AETR; Introduction into the AETR of the recognition of the new digital tachograph.
- (b) Development of new provisions or a new legal instrument on the facilitation of road transport, taking into account, when relevant, the Consolidated Resolution on the Facilitation of Road Transport (R.E.4). [(2000)] **Expected output by 1999-2001: Consensus achieved on form of new instrument as proposed by the IRU and Romania; Meeting of the Ad Hoc Working Group on the Revision of R.E.4 (1999-2001).**
- (c) Consideration of new challenges, opportunities and developments in the facilitation of border crossings and consideration of possibilities for effective measures other than legal measures on border crossing and border facilities for road transport between eastern and western Europe. [(Continuing)] **Expected output by 1999-2000: Consensus achieved on priorities to follow-up in this area in light of the Joint Meeting on Border-Crossing Problems (SC.1/WP.30).**
- (d) Revision of the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR) in order to foster wider acceptance by Governments. (1998) **Expected output by 1999-2000: Decision on approach to revision of CVR or identification of obstacles to reform.**
- (e) Consideration of the Convention on the Contract for the International Carriage of Goods by Road (CMR) with a view to the introduction of electronic data interchange (EDI) into CMR procedures. (1998)
Expected output by 1999-2000: Consensus achieved on how to alter the CMR to allow for EDI (e.g., revision, protocol, amendment), based on the input and recommendations received from the Legal Expert Group of CEFAC, as well as contact with UNIDROIT and other parties, as necessary.
- (f) Consideration of other existing legal instruments related to road transport (e.g. Conventions on the Taxation of Road Vehicles in International Transport) with a view to checking their continued applicability. [(1999)] **Expected output by 1999-2000: Assessment of dormant conventions and strategies to re-stimulate interest and accession to them (1999-2001).**

- (g) Consideration of questions concerning facilitation of international road transport with regard to the Inter-Bureau Agreements on International Motor Insurance Card (Green Card). [(Continuing)]
Expected output by 1999-2000: Update on status of Inter-Bureaux Agreements.
- (h) Harmonization of fiscal measures in order to encourage a rational tax structure and to avoid discrimination regarding taxation on international road transport. [(2000)] **Expected output by 1999-2000: Consideration of the Convention on the Taxation of Road Vehicles for Private Use in International Traffic (1956); the Convention on the Taxation of Road Vehicles engaged in International Goods Transport (1956); and the Convention on the Taxation of Road Vehicles engaged in International Passenger Transport (1956), and a decision as to their updating.**
- (i) Harmonization of road traffic restrictions (e.g., starting time of weekend traffic bans, types of vehicles, etc.) through the consideration of national measures and practices to avoid discriminatory treatment in road transport [(2000)]; **Expected output by 1999-2000: identification of national measures and practices and development of strategies to avoid discriminatory treatment in road transport.**

02.2.3 Road traffic safety

Priority: 1

Description: Mindful of the world-wide scope of its work, the Working Party on Road Traffic Safety (WP.1) will examine matters and adopt measures aimed at improving road traffic safety. To this end, it will consider, inter alia, the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and elaborate proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2).

Work to be undertaken: The Working Party on Road Traffic Safety will pursue the following activities:

- (a) Monitoring and encouraging the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and of the European Agreements supplementing them, and elaboration of amendment proposals to these legal instruments with a view to raising of road safety standards. (Continuing) **Priority: 1**

Output expected by the end of 2000:

- Consideration of a number of amendment proposals to the above instruments concerning, in particular, the safety of cyclists and moped riders; international driving permits; priority rules at roundabouts; definitions for mopeds, motorcycles and quadricycles, etc;
- Establishment of a feedback mechanism with the help of a questionnaire to be circulated among States Parties to the above legal instruments;
- Examination of the possibility of contributing to activities envisaged in the Programme of Joint Action adopted at the 1997 Regional Conference on Transport and the Environment.

- (b) Development of new recommendations to be included in the Consolidated Resolutions on Road Traffic and Road Signs and Signals (R.E.1 and R.E.2) and updating of the existing ones (in cooperation with other subsidiary bodies of ITC) for the purpose of ensuring higher standards of safety on roads. (Continuing) **Priority: 1**

Output expected by the end of 2000:

- Formulation and inclusion in R.E.1 of new recommendations on pedestrians;
- Incorporation in R.E.1 and/or R.E.2 of recommendations concerning speed control humps as well as the sign for contraflow cyclists and the conditions for its use;
- Submission to the Inland Transport Committee of revised texts of Consolidated Resolutions R.E.1 and R.E.2 for adoption.

- (c) Exchange of information on national road safety programmes, in particular taking into account **means of** financing of road safety activities, and on road safety regulations and requirements in force in member States and circulation of such information in order to avail Governments of the practice and experience gained on these matters. (Continuing) **Priority: 3**

Output expected by the end of 2000: Updating the set of tables reflecting current national road traffic safety requirements, national legal instruments and national methods of training and follow-up for categories A and B driving licences.

- (d) Assisting countries in transition in the establishment of sound and up-to-date traffic safety practice and procedures and organizing to this end workshops or seminars on road safety.
(Continuing) Priority: 2

Output expected by the end of 2000: Organization of a workshop on road traffic safety issues of priority concern to countries in transition, possibly within the framework of the Third Road Safety Week. (Host country to be identified).

- (e) Consideration of selected timely topics related to road safety in the form of an in-depth discussion based on papers prepared by experts and undertaking appropriate follow-up action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety. (Continuing) Priority: 2

Output expected by the end of 2000: Identification of at least one timely topic for in-depth discussion.

- (f) Revision of the 1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC).
(To be undertaken by an ad hoc informal group of experts with a renewable mandate of two years). Priority: 1

Output expected by the end of 2000: Examination with the help of a small group of experts of proposals aimed at the establishment in Europe of a unique legal regime for the issue of driving permits.

- (g) Preparation of the Third ECE Road Safety Week with a view to **encouraging** greater partnership between public administrations, private sector organizations and road-users aimed at **improving the safety of** vulnerable road users. (2000) Priority: 1

Output expected by the end of 2000:

- **Organization in May 2000 of the Road Safety Week campaign in the ECE region in accordance with the Programme adopted by WP.1;**
- **Evaluation of the Road Safety Week and adoption of possible follow-up action.**

- (h) Consideration of possible approaches to the work on a United Nations Long-Term Strategy on Road Safety aimed at the establishment within the UN of a concerted programme of action in

this regard. [(1998)] (2000)

Priority: 2

Output expected by the end of 2000: Elaboration jointly with all UN and non-UN international governmental and non-governmental organizations concerned of a concerted long-term strategy aimed at the improvement of road traffic safety in the ECE region.

PROGRAMME ACTIVITY 02.3: CONSTRUCTION OF VEHICLES

02.3.1. Regulations for the construction of vehicles

Priority: 1

Description: The Working Party on the Construction of Vehicles (WP.29) will develop regulations and recommendations for motor vehicle equipment and parts and update the existing ones including the relevant activities aimed at improving road transport safety, saving energy and taking into account the protection of the environment.

Work to be undertaken:

- (a) In the framework of the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" (1958 Agreement), the Working Party will develop new and update the existing ECE Regulations in order to enhance performance of vehicles with respect to:
- (i) general safety provisions.
 - (ii) pollution and energy.
 - (iii) brakes and running gear.
 - (iv) lighting and light-signalling.
 - (v) noise.
 - (vi) passive safety.

(Continuing)

Output expected by the end of 2000: Adoption of two new ECE Regulations and of fifty amendments to existing ECE Regulations.

- (b) Harmonization of the ECE Regulations with the corresponding EC Directives concerning the construction of vehicles in order to achieve uniformity of requirements. (Continuing)

Output expected by the end of 2000: Adoption of ten amendments to ECE Regulations in order to ensure alignment with updated EC Directives.

- (c) Consideration of proposal(s) to develop a global agreement targeting the world-wide harmonization of vehicle and engine construction requirements. (1999)

Output expected by the end of 1999: Entry of the Agreement into force and starting of the procedures related to the Compendium of

Candidate Technical Regulations.

- (d) Development of recommendations regarding the construction of vehicles (Consolidated Resolution R.E.3) with the aim of providing guidance with respect to requirements not covered by regulations.
(Continuing)

Output expected by the end of 2000: Adoption of one new Recommendation and of one amendment to an existing Recommendation.

02.3.2. Rules on periodical technical inspections of vehicles Priority: 1

Description: After its entry into force, the Working Party on the Construction of Vehicles (WP.29) will develop rules for periodical technical inspections of wheeled vehicles with respect to their environmental and safety performance and for the reciprocal recognition of the results of such inspections.

Work to be undertaken:

In the framework of the "Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections" (after its entry into force), the Working Party will develop ECE Rule(s) for inspections of vehicles:

- (i) with regard to environmental performance
- (ii) with regard to safety performance

(Continuing)

Output expected by the end of 2000: Entry of the Agreement into force and adoption of the first Rule to be annexed to the Agreement.

PROGRAMME ACTIVITY 02.4: RAIL TRANSPORT

02.4.1 Rail transport infrastructure Priority: 1

- I. Review of the situation concerning the implementation and possible amendments to the European Agreement on Main International Railway Lines (AGC).

Description: Study of possibilities for the improvement of international rail transport.

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

CONTINUING ACTIVITIES

- (a) Consideration of the AGC Agreement with a view to possibly: implementing and, whenever feasible, improving existing standards and operational parameters; taking into account new east-west traffic flows; raising environmental, energy and safety standards; taking into account the ECE Conventions on the Environment. (Continuing); **Output expected: Report on amendment of the AGC network; Report on the development of a European conventional and high-speed railway network. (1999)** Priority: 1
- (b)[(c)] Consideration of the influence [on railways] of intermodal transport techniques, especially those concerning investment, **as well as the harmonization of rolling stock and speed on railways** to facilitate the integration of these techniques into the railway system **and to create general interoperability.** (Continuing); **Output expected: Report on investment in rail infrastructure and railway rolling stock in member countries. (1999)** Priority: 1
- (c)[(d)] Periodic review of the list of marshalling yards of international importance with a view to cutting down their numbers. (Continuing); **Output expected: Updated report on the location of important marshalling yards within the European railway network. (1999)** Priority: 2

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- (d)[(b)] Periodically survey passenger and goods traffic on the various sections of lines of the AGC network in order to provide support for transport planning; the [first] **second** survey is based on data for [1990] **1995 [(1998)]**; **Output expected: Report on total train traffic on the AGC network in 1995. (1999)** Priority: 2
- II. Special project: Trans-European Railway (TER).

Description: Within the framework of the UN/ECE, the TER countries have established an appropriate administrative and financial framework, with the

aim of developing a rail network as part of an integrated European international rail system.

Work to be undertaken

- (a) Consideration of specific project developments to promote international rail traffic. (Continuing); **Output expected: Annual progress report on activities carried out within the TER project.** **Priority: 1**
- (b) Consideration of possibilities for financing of TER in order to promote the upgrading and construction of internationally important rail lines. (Continuing) **Priority: 3**
- (c) Consideration of possible utilization of the results achieved under the project in other UN/ECE activities in the field of rail infrastructure including the implementation of AGC and AGTC in order to benefit from mutual experiences. (Continuing) **Priority: 2**

III. Interregional Cooperation

Description: Cooperation with other regional commissions and international bodies involved in development of interregional links.

Work to be undertaken: The Working Party will be kept informed of exchanges of information between the secretariats of the regional commissions and other international bodies in order to benefit from experiences gained in other regions of the world. (Continuing) **Priority: 3**

02.4.2 Harmonization of requirements concerning international railway transport including rail safety and facilitation of its operations **Priority: 1**

Description:

- (a) Simplification and harmonization of administrative formalities, particularly, for documents and procedures at border-crossing.
- (b) Harmonization of and search for standardized requirements concerning the utilization of railway infrastructure including computerization aspects.

- (c) Elaboration of proposals and preparation of studies aimed at strengthening, consolidating and extending the position of rail transport on international transport markets.
- [(d)] [Study of interface problems of railways having different gauges (transshipment/gauge changing procedures, logistic arrangements to support transshipment processes).]
- (d)[(e)] Analysis of problems relating to the harmonization and improvement of rail safety.
- (e)[(f)] [Consideration] **Monitoring of developments** of legal regulations applicable to the contract for the transport of goods and passengers by rail so as to establish a standard legal system (harmonization of the SMGS/SMPS and CIM/CIV systems).

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

CONTINUING ACTIVITIES

- (a) Consideration of specific difficulties encountered at border-crossings in the transport of passengers and goods by rail with a view to accelerating border crossing operations and establishing a programme to deal with problems common to several routes. (Continuing); **Output expected: Report on bi- and multilateral contacts of Governments and railways to improve the crossing of borders in international rail traffic. (1999)** **Priority: 1**
- (b) Consideration of follow-up of the implementation of recommendations and preparation of new texts or amendments to existing texts, if necessary, notably concerning the facilitation of border crossing with the aim to improve international rail traffic. (Continuing) **Priority: 1**
- (c) Review of requirements concerning railway operations and regulations, reduction of transport time and improvement in the precision of movements in the international carriage of goods, new operative developments in rail transport, the integration of services of different railways. (Continuing) **Priority: 2**
- (d)[t] The study of the possibilities for harmonizing the application and periods of summer time with a view to upgrading transport quality in rail transport. (Continuing); **Output expected: Report on the application of summer time. (1999)** **Priority: 1**
- (e) Analysis of Government policies concerning rail safety to contribute to an improvement of safety in international transport. (Continuing); **Output expected: Report on the risk assessment technique in rail transport. (1999)** **Priority: 1**

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(f)[(d)] Analysis of the various elements of productivity in rail transport and the possibilities to increase rail productivity in particular for international transport. [(1998)]; **Output expected: Report on the development of productivity in rail transport in member countries. (1999)** Priority: 2

(g)[(f)] Consideration on the basis of reports by the international organizations concerned of the progress accomplished on the harmonization of legal regulations applicable to the contract for the transport of goods and passengers by rail to ensure compatibility of the regulation concerned. [(1998)]; **Output expected: Report by international organizations concerned on the progress made in the elimination of difficulties arising from different legal systems in international rail transport. (2000)** Priority: 3

PROGRAMME ACTIVITY 02.5: INLAND WATER TRANSPORT

02.5.1 Inland waterway infrastructure Priority: 1

Description: Development of a coherent navigable waterway network in Europe.

Work to be undertaken: The Working Party on Inland Water Transport will:

(a) [Draft and Regularly] Revise **every five years** [a] **the Inventory of Main Standards and Parameters of the E Waterway Network** ("blue book") [containing existing and target data on technical characteristics of inland waterways and ports of international importance as well as the list of bottlenecks and missing links in the network of E waterways] in order to enable Governments to monitor the **progress in** [situation regarding] the **implementation of the** AGN Agreement [(First in 1998, then periodically)] **(Continuing); Output expected by the end of 2000: Collection of data from Governments with a view to preparing a revised version of the blue book in 2002.** Priority: 1

- [(c)](b) Consider, jointly with EU, ECMT and international financial institutions concerned, possible measures aimed at assistance to countries of Central and Eastern Europe in the realization of projects concerning the development of the E waterway network in order to enable the countries concerned to overcome the financial problems involved (Continuing); **Output expected by the end of 2000: presentation of the list of the most important projects relating to the completion of missing links and elimination of bottlenecks in the E waterway network on the territory of countries of Central and Eastern Europe to the international bodies concerned.** Priority: 3
- [(b)](c) Establish [a priority list] **an inventory of**, and consider the possibilities for, the elimination of bottlenecks and completion of missing links in the E waterway network, impeding international transport by inland waterways in order to draw the attention of Governments and international institutions concerned to, and concentrate their efforts on, the most important projects (2000); **Output expected by the end of 2000: identification of plans and projects of member States relating to the completion of missing links and elimination of bottlenecks in E waterway network.** Priority: 2
- [r](d) Preparation and circulation of maps of European inland waterways [and of traffic density as well as a study on the situation and trends in inland navigation] in order to avail Governments with up-to-date [basic information and] data concerning inland waterway infrastructure [transport mode] **in Europe** (Continuing); **Output expected by the end of 2000: Publication of the update of the 1994 map of European inland waterways.** Priority: 2
- 02.5.2 Harmonization of requirements concerning international inland waterway transport including inland water transport safety and facilitation of its operations Priority: [2]1

Description:

- (a) Exchange of views on selected aspects of new and improved techniques in inland water transport, their economic importance and appropriate applications; standardization of ship's papers and consideration of relevant legal provisions with a view to their harmonization aimed at facilitating and promoting international water transport in Europe;
- (b) Standardization of technical requirements for inland navigation vessels with a view to ensuring the high level of safety of navigation throughout the European network of inland waterways and the reciprocal recognition on this basis of ship's certificates;
- (c) Harmonization of safety requirements for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of safety of navigation throughout the European network of inland waterways.

Work to be undertaken: The Working Party using when necessary the expertise of its subsidiary body - the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation - will continue its work on the following questions:

- (a) Introduction of modern methods of navigation and harmonization of requirements in this respect (including in particular container, ro-ro, coastal/sea-river navigation, pushed towing, etc.) in order to ensure the competitiveness of inland water transport vis-à-vis other modes of transport (Continuing); **Output expected by the end of 2000: Consideration of the need for extension of existing classification of European inland waterways with a view to standardization of ships and inland waterways for sea-river navigation.** Priority: 2
- [(d)](b) Exchange of information on measures aimed at promoting transport by inland waterways through the use of economic instruments, such as incentives and taxation, and taking into account external costs of the various modes of transport in order to make a wider use of economic and environmental advantages of this mode of transport (Continuing); **Output expected by the end of 2000: Collection and dissemination of data concerning measures taken by Governments with a view to promoting inland navigation.** Priority: 3
- [(r)](c) Preparation and circulation of [maps of European inland waterways and of traffic density as well as] a study on the situation and trends in inland navigation in order to avail Governments with up-to-date basic information and data concerning inland water transport mode (Continuing); **Output expected by the end of 2000: Drafting a summary on recent developments in the field of inland navigation in member Governments by the forty-fourth session of SC.3.** Priority: 2
- [(g)](d) Application and updating of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) in order to ensure a high level of safety of navigation (Continuing); **Output expected by the end of 2000: Elaboration, with the help of an ad hoc informal group of experts and of a group of volunteers, and adoption of a first set of amendments to the annex to resolution No. 17, revised.** Priority: 1
- [(m)](e) Application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high level of safety in international traffic (Continuing); **Output expected by the end of 2000: Adoption of a set of amendments to revised CEVNI.** Priority: 1
- [(j)](f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution,

- noise and vibration originating from shipping (Continuing); **Output expected by the end of 2000: Amendment of the annex of resolution No. 17, revised, and of CEVNI with provisions on the prevention of pollution from vessels.** **Priority: 1**
- [(c)](g) Consideration of the possibility of introducing a common legal regime for limitation of the liability of owners of inland navigation vessels on a European-wide basis in order to facilitate international transport by inland waterways (1999); **Priority: 2**
- [(e)](h) To follow the work of the Preparatory Committee established jointly by CCNR, Danube Commission and UN/ECE for the Drafting of the Convention on the Contract for the Carriage of Goods by Inland Waterways (**CMNI**) with a view to ensuring the participation of ECE in the preparation of the draft Convention and giving to the future instrument a pan-European dimension (1999); **Priority: 2**
- [(f)] Amendment of resolution No. 14, revised, on the International Certificate (International Card) concerning the Competence of Pleasure Craft Operators with a view to promoting tourism and safety on inland waterways (2000);]
- [(b)](i) Consideration of upgrading the status of resolutions Nos. 17, revised (Recommendations on Technical Requirements for Inland Navigation Vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. [(2000)](2003); **Output expected by the end of 2000: Presentation of the first set of amendments to the annex to resolution No. 17, revised, and to CEVNI in such a way that they could become a part of a binding instrument.** **Priority: 2**
- [(h)] Elaboration of requirements for devices for coupling pushed barges to one another, to pusher craft and to self-propelled pusher barges in order to ensure a commonly acceptable level of safety at push-towing. (1998)]
- [(i)](j) Elaboration of requirements for anchors to ensure a commonly acceptable level of safety of navigation [(1999)] (2000); **Output expected by the end of 2000: Adoption of amended provisions of the annex to resolution No. 17, revised, relating to requirements for anchors of passenger vessels and pushed convoys.** **Priority: 2**
- (k) Consideration of recommendations on technical requirements for electronic navigational shipborne equipment and its installation on board ships, including, in particular, radar installations and rate-of-turn indicators to ensure their interchangeability as well as a commonly acceptable level of safety [(1998)] (1999);

Priority: 2

- (1) Unification of procedures and rules for the survey of inland navigation vessels to ensure a common approach to the application of technical requirements for inland navigation vessels (1999);
Priority: 1
- [(n)](m) Elaboration of a recommendation on a uniform system of traffic guidance on European inland waterways with a view to improving the safety and efficiency of traffic (2000);
Priority: 2
- [(o)](n) Establishment of a uniform set of rules for pleasure navigation activities in special areas for the interest of safety of navigation as well as for the healthy development of tourist activities on inland waterways (1999);
Priority: 2
- [(p)](o) Elaboration of provisions on mandatory equipment of vessels engaged in international transport with radio-telephone installations for the purpose of safety of navigation and the efficiency of traffic (1999);
Priority: 2
- [(q)](p) **Consideration** [Elaboration] of minimum manning requirements, working and rest hours of crews of vessels in inland navigation with a view to ensuring safety of navigation [(1999)] (2000);
Priority: 2

PROGRAMME ACTIVITY 02.6: TRANSPORT OF DANGEROUS GOODS

Regulations on the transport of dangerous goods by road, rail, inland waterway and combined transport Priority: 1

Description: Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region.

Preparation of new international agreements and harmonization of existing agreements in this field to enhance safety at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods.

Work to be undertaken:

- (1) By the Working Party on the Transport of Dangerous Goods (WP.15)
 - (a) Consideration of proposed amendments relating expressly to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and relating to administrative and technical questions pertaining to its implementation and the national and international implementation of its annexes, to ensure the necessary updating of legislation and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by road throughout Europe.
(Continuing) (WP.15).
 - (b) Consideration of proposed amendments relating expressly to the European Provisions concerning the International Carriage of Dangerous Goods by Inland Waterways and pertaining to administrative and technical questions concerning their implementation, in order to ensure the necessary updating of those provisions and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by inland waterway throughout Europe (Continuing) (WP.15/AC.2).

- (c) Harmonization of the provisions of ADR, ADN and the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID), on the basis of the United Nations Recommendations on the Transport of Dangerous Goods, and consideration of proposed amendments to the provisions common to ADR, RID and ADN in order to harmonize regulations governing the various modes of inland transport throughout Europe, in accordance with the provisions recommended by the United Nations for world-wide application to all transport modes, so as to facilitate multimodal transport and international trade under safety conditions in keeping with each mode of transport (Continuing) (WP.15/AC.1).
 - (d) Restructuring of ADR, RID and ADN to make implementation of their provisions easier for all parties having to apply them and thus improve safety; rationalizing and facilitating future updates of them through regular updating of the Model Regulations annexed to the United Nations Recommendations on the transport of dangerous goods, so as to avoid duplication by rationalization of methods of work (1998/1999) (WP.15, WP.15/AC.1 and WP.15/AC.2).
- (2) By the Ad hoc Working Group for the elaboration of a draft ADN **and by a diplomatic Conference for consideration and adoption by the draft ADN**
- (a) Elaboration of a draft ADN to enable ECE Governments to become Contracting Parties to the international instrument designed to ensure high safety standards in the transport of dangerous goods by inland waterway and facilitate international trade. (1999)
 - (b) **Consideration and adoption of ADN (2000)**
- (3) By the Inland Transport Committee
- Follow-up to the implementation of the Convention on Civil Liability for Damage Caused during the Carriage of Dangerous Goods by Road, Rail and Inland Navigation (CRTD) (Continuing).

PROGRAMME ACTIVITY 02.7: ENVIRONMENTAL PROTECTION AND ENERGY SAVING IN TRANSPORT

Regional Conference on Transport and the Environment Priority: 1

Description: Activities to support the follow-up of the Conference.

Work to be undertaken:

- (a) Support to the implementation of the specific elements of the Programme of Joint Action adopted by the Conference for which ECE is the lead body (1998-2002) Priority: 1
- (b) Contribution to the monitoring of the implementation by Governments and international organizations of the other elements of the Programme of Joint Action, for which they have taken responsibility. (1998-2002) Priority: 1
- (c) Support to the preparation of Joint Meetings of the Bureau of the Inland Transport Committee and the Committee on Environmental Policy and, where necessary, of other related meetings. Priority: 1

PROGRAMME ACTIVITY 02.8: COMBINED TRANSPORT

Promotion of combined and multimodal transport Priority: 1

Description: Consideration of legal, administrative, documentary, technical, economic and environmental aspects of combined and multimodal transport with a view to the development of measures to promote combined and multimodal transport as well as the maximum utilization of equipment, infrastructure and terminals used for such transport.

Work to be undertaken: The Working Party on Combined Transport will pursue the following activities:

CONTINUING ACTIVITIES

- (a) Review and updating of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with a view to:
 - Extending the AGTC network to all ECE member countries concerned taking account of the work already undertaken by ESCAP and the OSZhd;
 - Taking into account new developments in transport markets (demands and requirements), including new east-west traffic flows;
 - Implementing and, whenever feasible, improving existing standards and operational parameters;
 - Raising environmental, energy and safety standards.

Priority 1 (within overall priority 1)

Output expected in 2000:

Adoption of an extended AGTC network covering all ECE member countries in Central Asia and the Caucasus.

Inclusion into the AGTC Agreement of new East-West combined transport lines.

Analysis of existing standards and operational parameters to be published by the ECE secretariat in an updated Yellow Book.

- (b) [(c)] Analysis of data requirements for transshipment and handling requirements, of marking, coding and identification systems for means of transport and loading units in combined transport, including the promotion of electronic data processing, with a view to improving the flow of information among the various operators and to allow for a better integration of production and distribution systems (logistics) using combined transport techniques. Priority 2 (within overall priority 1)

Output expected in 2000:

Review and analysis of standardized data systems for combined transport operations with a view to possibly preparing international recommendations on this subject.

- (c) [(d)] Monitoring of weights and dimensions of loading units used in combined transport in accordance with resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993. This includes consideration of possibilities for standardization of loading units and the compliance with safety regulations.

Priority 1 (within overall priority 1)

Output expected in 2000:

Review of the issues based on two annual reports to be prepared by the ECE secretariat on latest developments in this field.

- (d) [(e)] Monitoring of technical and organizational measures to optimize terminal and transshipment procedures allowing for more cost-effective handling procedures of loading units.

Priority 2 (within overall priority 1)

Output expected in 2000:

Report to be prepared on the basis of information provided by ECE member Governments and international organizations.

- (e) [(f)] Analysis of economic and environmental aspects of combined transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development.

Priority 1 (within overall priority 1)

Output expected in 2000:

Follow-up to the 1997 Regional Conference on Transport and the Environment (Vienna, 12 to 14 November 1998) on the basis of the Programme of Joint Action adopted at the Conference, to be determined in accordance with the decisions taken by the Joint Meeting on Transport and the Environment (JMTE/1998/4) and inter-secretariat consultations to be held before the end of 1998.

- (f) [(h)] Monitoring by the secretariat on behalf of the Working Party of the following subjects for consideration by the Working Party upon specific request only:

- Harmonization of combined transport terminology in order to contribute to a single international glossary of terms used in this field.
- Combined transport techniques and operations (including inland waterways and coastal shipping techniques) as a basis for a possible international compendium of measures for the safe handling and temporary storage of dangerous goods.
- National approval procedures for containers and swap-bodies in the framework of relevant conventions, such as the CSC Convention, with a view to better harmonizing such procedures.
- New services and technologies in combined and intermodal transport, including sea/inland waterways and sea/land interfaces, and the use of bimodal road/rail vehicles with a view to be able to analyse the potential of combined transport.

Priority 2 (within overall priority 1)

Output expected in 2000:

Preparation and organization of an inter-secretariat working group

on combined transport terminology.

Two annual reports to be prepared by the ECE secretariat on safe handling and temporary storage of dangerous goods in combined transport, national approval procedures under the CSC Convention and on new services and technologies in combined transport.

ACTIVITIES OF A LIMITED DURATION

- (a) [(b)] Analysis of possibilities for reconciliation and harmonization of civil liability regimes governing combined transport operations. This might include the organization of a "hearing" of all private sector and governmental parties involved.

Priority 1 (within overall priority 1)

Output expected in 1999:

Preparation of an analysis on the reconciliation and harmonization of the existing civil liability regimes, possibly followed by the preparation of a "hearing" on this subject in the year 2000.

- (b) [(g)] Analysis of the consequences on the organization of combined transport in Europe resulting from the development of combined transport services on interregional rail links between Europe and Asia. This includes the organization of an inter-regional meeting harmonizing the legal and administrative work carried out by relevant international organizations in Europe and Asia (e.g. ESCAP, UNCTAD, EC, OSZhd). **Priority 2 (within overall priority 1)**

Output expected in 1999:

Based on work carried out by ESCAP, study on the feasibility of an intergovernmental meeting, jointly organized with ESCAP, in Central Asia or the Caucasus to agree on common measures to facilitate combined transport services along the interregional links.

The Committee will cooperate, in particular, with the United Nations Conference on Trade and Development (UNCTAD) with regard to international multimodal transport and its work on containerization, as well as with the European Community (EC) and the European Conference of Ministers of Transport (ECMT) in all fields of combined transport which are of mutual concern.

PROGRAMME ACTIVITY 02.9: CUSTOMS QUESTIONS AFFECTING TRANSPORT

Harmonization and simplification of requirements for border crossing procedures concerning modes of inland transport **Priority: 1**

Description:

- (a) Preparation, review, implementation and, where appropriate, modification of international legal instruments.
- (b) Simplification of administrative formalities, documents and procedures.

Work to be undertaken: The Working Party on Customs Questions affecting Transport will pursue the following activities:

CONTINUING ACTIVITIES

- (a) [(b)] Study of specific legal and other measures to combat fiscal fraud resulting from simplified Customs and other border crossing procedures, such as the TIR regime, including periodic review of the status of implementation of resolution No.220 (prevention of the abuse of Customs transit systems by drug smugglers). Setting-up of mechanisms and administrative procedures for the regular exchange of information with other Governmental and non-governmental organizations to combat such fraud.

(Note: Existing items (b), (i) and (k) have been merged)

Priority 2 (within overall priority 1)

Output expected in 2000:

Preparation of adequate instruments and measures to improve international cooperation among Contracting Parties to the TIR Convention, 1975 and concerned national and international organizations to prevent fraud.

Activities towards implementation of the Recommendation adopted by the TIR Administrative Committee on 20 October 1995 on an international EDI control system for TIR Carnets.

Exchange of intelligence among Customs authorities of Contracting Parties to relevant ECE Conventions on border crossing facilitation on abuses with a view to identifying measures to combat such occurrences.

- (b) [(c)] Study of the possible extension of **relevant ECE conventions on border crossing facilitation** [TIR Convention] to other regions, particularly relating to legal and administrative aspects.
Priority 3 (within overall priority 1)

Output expected in 2000:

Preparation of regional and/or national workshops, possibly in cooperation with ESCAP and ESCWA, on the implementation of relevant ECE Conventions on border crossing facilitation in Asia and the Middle East.

- (c) [(d)] Periodic review of **relevant ECE conventions on border crossing facilitation in order to ensure their coherence with other international or sub-regional treaties and** [existing Customs and facilitation conventions] to keep them in line with modern transport and border control requirements.
Priority 2 (within overall priority 1)

Output expected in 2000:

Analysis of the application of the following ECE conventions on border crossing facilitation: TIR Convention 1975; Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles; Customs Convention Concerning Spare Parts Used for the Repair of EUROPE Wagons; and Convention on Customs Treatment of Pool Containers Used in International Transport.

- (d) [(e)] Study to facilitate formalities for container pools in international transport and follow-up activities within the framework of the [new] Convention on Customs Treatment of Pool Containers Used in International Transport.
Priority 2 (within overall priority 1)

Output expected in 2000:

Preparation and negotiation of two model container pool agreements providing guidance to the transport industry and the Contracting Parties on the implementation of the provisions of the "Customs Container Pool Convention" covering international rail and international maritime transport.

- (e) [(g)] **Analysis of difficulties encountered relating to border crossing formalities with a view to devising administrative procedures eliminating such difficulties [and review of related activities of international organizations concerned].** The analysis will cover health, phytosanitary, veterinary and quality controls, application of standards, public safety controls, etc.), including the promotion of the implementation and extension of the scope of

the International Convention on the Harmonization of Frontier Controls of Goods of 1982 (Harmonization Convention)

(Note: Existing items (g) and (j) have been merged)

Priority 2 (within overall priority 1)

Output expected in 2000:

Study of the possibilities to prepare and negotiate a new annex to the "Harmonization Convention" on road transport, including possibly an international lorry weight certificate, in close cooperation with the Working Party on Road Transport.

- (f) [(h)] Study of Customs questions with a view to simplification of Customs formalities and documents in the field of transport, in particular taking account of the possibility of electronic data interchange solutions, including UN/EDIFACT messages.

Priority 2 (within overall priority 1)

Output expected in 2000:

Analysis of the impact on the TIR regime of the New Customs Transit System (NCTS) to be applied in the countries of the Common Transit System (European Community, EFTA and Visegrad countries) and coordination of work with the relevant bodies within the European Community on this subject.

ACTIVITIES OF A LIMITED DURATION

- (a) Revision of the TIR Convention, 1975 with a view to stabilizing the TIR Customs transit procedure.

Priority 1 (within overall priority 1)

Output expected in 1999:

Completion of phase II of the TIR revision procedure and initiation of work on phase III, focussing on the revision of the TIR Carnet and on provisions for a modernized, possibly EDI- based Customs administration and control system.

- (b)[(f)] Study to facilitate railway transit traffic on the basis of the CIM and the SMGS Consignment Notes, including the preparation of a new Customs transit regime allowing the use of the CIM and the SMGS consignment notes as a Customs document.

Priority 2 (within overall priority 1)

Output expected in 1999 and 2000:

Study on legal and administrative requirements for using the CIM and SMGS consignment notes as a Customs document (1999).

Preparation of a draft Customs transit convention covering international rail transport in all COTIF and SMGS member States (2000).

ACTIVITY 02.10: TRANSPORT OF PERISHABLE FOODSTUFFS

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation

Description:

Review of the harmonization and the facilitation of the international transport of perishable foodstuffs related to the ATP Agreement and updating this Agreement in order to keep it in line with technological developments, taking into account safety and quality standards.

Work to be undertaken:

CONTINUING ACTIVITIES

- (a) Consideration of amendment proposals to ATP to ensure it is updated as necessary. (Continuing)

[(a) Consideration of amendment proposals to ATP to ensure its necessary updating. (Continuing)]

Output expected by the end of 2000:

Entry into force of the revision of Annexes 2 and 3 of ATP

Priority: 1

- (b)[(i)] Exchange of information on the implementation of ATP by virtue of Article 6 (continuing)

Output expected by the end of 2000:

To produce a document on an annual basis concerning information exchanged between Contracting Parties on the implementation of ATP.

Priority: 1

- (c)[(e)] Follow-up of resolution No. 243 on "Improving the traffic flow of

ATP vehicles for the transport of foodstuffs covered by ATP" for better facilitation. (Continuing)

Output expected by the end of 2000:

To finalize an Annex to the International Convention on the Harmonization of Frontier Controls of Goods;

To consider the difficulties encountered at border crossings, for the transport of Perishable Foodstuffs, on an annual basis.

Priority: 2

- (d)[(b)] Review of the definitions and standards (in Annex 1) for the carriage of perishable foodstuffs following the Montreal Protocol to take account of new refrigerants and insulating materials, **and environmental constraints**. (Continuing)

Output expected by the end of 2000:

Contribute to the promotion of less polluting vehicles and fuels, as recommended in the Programme of Joint Action adopted by the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

Priority: 2

- (e)[(g)] Consideration of methods developed by the IIR Sub-Commission testing stations. (Continuing)

Output expected by the end of 2000:

To take account of the work done by IIR relating to the transport of Perishable Foodstuffs.

Priority : 3

ACTIVITIES OF A LIMITED DURATION

- (f) Elaborate a procedure for the revision of ATP in order to accelerate the entry into force of texts adopted by the Working Party (2000).

Output expected by the end of 2000:

Entry into force of the revision of Article 18 of ATP. **Priority: 1**

(g) General review of the Annexes of ATP to update the texts (2003)

Output expected by the end of 2000:

To finalize the first draft of the major changes to the Annexes. **Priority: 1**

(h) Consideration of proposals on the conditions of transport of fresh fruit and vegetables. [(1998)](2003)

Output expected by the end of 2000:

To finish the consideration of the feasibility of introducing the rules for the transport of fresh fruit and vegetables, in the ATP. **Priority: 2**

(i)[(f)] Consideration of amendment proposals relating to test methods and procedures for the approval of multi-compartment and multi-temperature vehicles, to take account of technical developments. [(1998)](2000)

Output expected by the end of 2000:

The entry into force of a new amendment to ATP on multi-compartment and multi-temperature vehicles. **Priority: 2**

(j)[(d)] Process of integration in Europe in relation to ATP [and review of short distance cross-border transport of perishable foodstuffs (1998)] (2000)

Output expected by the end of 2000:

To cooperate with EEC with the aim of harmonizing European regulations with ATP. **Priority: 2**

(k)[(c)] Review of the approval of kit-bodies [to determine who is legally responsible for the kit bodies (1998)] (2000)

Output expected by the end of 2000:

The entry into force of a new amendment to ATP on the approval of kit-bodies. **Priority: 2**

(l) Improvement in the collection of statistics concerning the transport of Perishable Foodstuffs. (2000)

Output expected by the end of 2000:

Collection of data and improvement of the Pilot Questionnaire, in cooperation with WP.6. Priority: 2

PROGRAMME ACTIVITY 02.11: TRANSPORT STATISTICS AND INFORMATION

02.11.1 Methods of collection and definition of statistics on inland transport and road traffic accidents Priority: 2

Description: Development of appropriate methodologies and harmonization of statistics, including terminology used in the collection and compilation of statistics on road, rail, inland waterway, pipeline and combined transport as well as on road traffic accidents, in cooperation and coordination with other ECE bodies, related international organizations, including the ECMT and EC/Eurostat, and non-governmental organizations, in order to promote the availability of comprehensive, timely and reliable statistics for transport planning and analysis.

Work to be undertaken: The Working Party on Transport Statistics will pursue the following activities:

(a)[d] **Target solutions to improve [improvement in] the collection of statistics in problematic areas, including, but not limited to the following items:**

Statistics on [the] Transport Equipment for [of] Perishable Foodstuffs
Statistics on the Transport of Dangerous Goods
[transport enterprise statistics, statistics on road vehicles by age]
Statistics on urban and regional passenger transport
Statistics on the environmental impact of transport [statistics on employment in transport, including gender-specific employment statistics and the development of]
Price and quantity indices for transport services.

Expected output: A concrete decision for each problematic area, e.g., the addition of supplementary chapters to the Common Questionnaire for Transport Statistics (urban transport, environment, perishable foodstuffs) (1999); An assessment of the applicability of the EU Directive for the collection of dangerous goods data for non-EU member states; A concrete decision on price and quantity indices (e.g., development of manual, preparation of work session) (1999-2002).

(b) Undertake follow-up activities to the UN Regional Conference on Transport and the Environment (RCTE, November 1997, Vienna) as follows:

(i) In accordance with the Vienna Declaration (ECE/RCTE/CONF./2/FINAL), reduce the negative impact of transport and traffic on the environment and human health by promoting the collection, harmonization, analysis and exchange of data on the environmental and health aspect of transport.

- (ii) In accordance with the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL), at the international level, develop a common theoretical base and methodologies for collecting, analysing and reporting data on transportation activities and their environmental and health consequences; develop a proposal for a regular Pan-European exchange and publication of such data and analysis, and at the national level, collect and assess data on pollution, noise and energy consumption based on international methodologies; and develop scenarios of emission and energy consumption.

Expected output:

Identification of 1-5 programmes, policies, projects, measures or research where the Working Party could contribute to the follow-up to RCTE in the statistical field; Development of 1-5 strategies for their implementation (1999-2000).

- (c) [(b)] Study of methodological problems in the collection of statistics on international and national inland transport, including road, rail, inland waterway, pipeline transport and combined transport, **urban passenger transport**, accident statistics and certain aspects of port traffic; review of data collection work on international trade documents and procedures for the facilitation of international trade related to transport statistics, including the exchange of computerized data, in cooperation with other ECE bodies, ECMT and the EC. [Continuing]

Expected output: Identification of 1-3 new problem areas in transport statistics for future work, and achievement of an effective exchange of views and information on possible ways to resolve them (1999-2003).

- (d)[(c)] Coordination among member Governments, other ECE bodies, and related international organizations and non-governmental organizations to harmonize terminology used in the statistics of road, rail, inland waterway, pipeline, combined transport and road traffic accidents, including, but not exclusively, in the context of the work being undertaken by the Intersecretariat Working Group on Transport Statistics (ECE-ECMT-EC/Eurostat). **(Meetings 2-3 times per year)** [Continuing]

Expected output: Carrying-out electronic transmission of Common Questionnaire for Transport Statistics (1999); Development of supplementary questionnaires as decided by Intersecretariat Working Group on Transport Statistics (IWG) and WP.6 (1999); Preparation of five meetings of IWG, Publication of 3rd edition of Glossary for Transport Statistics (1999-2001).

- (e) Study of methods to facilitate and improve the collection of transport statistics through surveys and censuses such as automatic counting procedures, including, but not exclusively, in the context of **The Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E-Road Census and Inventory)**, (compiled and published by the ECE every five years) **(Next published in 2002)**. [Continuing]

Expected output:

Development of common methodologies for the collection of statistics on road traffic flows, as well as on infrastructure parameters on the AGR network, including the preparation of Recommendations to Governments for the 2000 Combined Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E-road Census and Inventory) (1999-2000).

- (f) Monitoring of developments in the field of transport database and information systems, including geographic information systems (GIS) in order to facilitate the updating, analysis and geographic representation of transport data, **within ECE and in cooperation with ECMT and EC/Eurostat in order** to harmonize transport data internationally and avoid duplication of efforts with other organizations. [2002].

Expected output: The development of a transport database system at ECE. Consideration of various alternatives and progress made (Acces/Excel, Internet/WWW, etc.); Observation of trial run at ECMT and Eurostat to determine feasibility of database linked to Common Questionnaire (1999-2000).

- (g) Development of projects to assist countries in transition in the collection, organization and automation of transport statistics, including the convening of workshops and training seminars, drawing on the expertise of member Governments and related organizations. (Continuing)

Expected output: A concrete offer for Workshop or Seminar on Transport Statistics for CITs (GIS in Transport, 1999); (Price and Quantity Indices in Transport Services, 2000).

- (h)[(a)] Review of the Commodity Classification for Transport Statistics in Europe (CSTE) with respect to the Harmonized System, the Standard International Trade Classification, Revision 3 (SITC), 1a Nomenclature de statistiques de transport et revision (NST/R) (the Nomenclature of Transport Statistics (NST/R) and its revised version) and other relevant nomenclatures in cooperation with the Conference of European Statisticians, other ECE bodies and the EC. [(2002)]

Expected output: A useful exchange of views and updating of information on the work in this area under way at Eurostat on the harmonization of NST/R (2002).

02.11.2 Publication of statistical information in the field of transport Priority: 3

Description: Development and maintenance of a comprehensive transport database system including methodological support for the collection and compilation of statistics on inland transport, road traffic accidents and road traffic flows used for publications on transport statistics produced by the ECE in order to maintain and improve the quality and presentation of such publications, and to facilitate the electronic transmission, manipulation and storage of data, as well as the exchange of data with other international organizations.

Work to be undertaken: The Working Party on Transport Statistics will pursue the following activities:

- (a) Build and maintain a database for the annual collection of statistics on inland transport, including combined transport and road traffic accidents from ECE member Governments to be published in the following publications:
- (i) Annual Bulletin of Transport Statistics for Europe and North America (ABTS).
 - (ii) Statistics of Road Traffic Accidents in Europe and North America (RAS).

Expected output: Publication of 1998 edition of ABTS (1999) and 1998 edition of RAS (1998); Circulation of Questionnaires and receipt of data from member Governments for ABTS and RAS on hard-copy (1998), diskette (1998-1999) and in electronic format (1999-2000).

- (b) Provide methodological support and initiate the automation and geographic application using GIS for the collection of statistics on road traffic density, distribution and length and usage of roads as well as infrastructure standards and parameters on main international traffic arteries in Europe, in accordance with the AGR, the results of which are compiled every five years and published by the ECE as:
- The Combined Census of Road Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe (E Road Census and Inventory) [2002]

Expected Output: Distribution of 1995 Census results and preparation of Resolution to Governments to carry out the 2000 combined Census and Inventory (1998-1999); Development of CD-Rom of Census results and/or electronic access to Census data via the Internet (1998-1999).

- (c) Provide methodological support for the ongoing analysis and evaluation of these three statistical publications [in cooperation with the ECE Statistical Division] to continue to improve the quality and presentation of the publications, and to incorporate harmonized terminology through the work of the Intersecretariat Working Group on Transport Statistics. **Develop strategies for improvement of usefulness and presentation of publications (1999-2000).** [Continuing]

Expected output: Concrete feedback from Governments and other users on usefulness and presentation of publications and development of strategies for improvement of both (1999-2000).

APPENDIX I TO THE PROGRAMME OF WORK

LIST OF ACTIVITIES FOR ASSISTANCE TO COUNTRIES IN TRANSITION

PROGRAMME ACTIVITY 02.1: TRANSPORT TRENDS AND ECONOMICS

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02.1.1 Review of general trends with regard to transport development and transport policy and analysis of specific transport economic issues

Priority: 1

...

- (h)[(o)]** Activities for assistance to countries in transition regarding institutional adaptation of government administration and of transport enterprises to market economy.
- (i) Strategic planning of transport development.
 - (ii) Instruments of transport infrastructure planning.
 - (iii) Exchange of experiences on the programming of infrastructures and the dissemination of methods of programming in central and eastern European countries. (France, Germany, [1998] (1999))
 - (iv) Improvements in statistics and statistical techniques in transport for countries in transition.
 - (v) Drafting and expert assessment of new mode specific transport legislation including environment and safety (short-term expert studies and workshops).
 - (vi) State regulation and control in market economy - the role of the Ministry of Transport (workshops). (Russian Federation)
 - (vii) International transport facilitation for road, rail and inland water transport (i.e. TIR, customs facilitation, border crossing operations) (seminar/workshop).
 - (viii) Privatization of the transport sector (road and rail) and solution to problems in the post-privatization period including commercial management training. (Russian Federation)
 - (ix) Road funds and road user charges (studies/workshops).

- (x) Pricing and costing of national and international railway operations.
 - (xi) Possibilities and techniques to finance railway investment in countries in transition.
 - (xii) Improvements in railway management through separation of rail infrastructure from rail operations.
 - (xiii) Requirements for the improvement of railways' competitiveness. (Poland)
 - (xiv) Administrative and technical difficulties encountered at border crossing in international rail traffic.
 - (xv) International cooperation between railway companies to introduce competitive international rail transport.
 - (xvi) Problems concerning the organization of a unified inland navigation market in Europe. (Austria)
 - (xvii) Modernization of inland waterways' infrastructure and improvement of port operations as a way of integrating countries in transition into the all-European inland navigation market. (Romania)
 - (xviii) Multimodal transport. (Russian Federation)
 - (xix) Transport and the environment. (Russian Federation)
 - (xx) Transport of dangerous goods and perishable foodstuffs by mode (seminar/workshop).
 - (xxi) Incorporation of new sources of data on traffic and international trade flows including those from CETIR (EBRD) into the TEM and TER projects with a view to sustaining the data collection efforts through these projects.
 - (xxii) Strengthen transport management training within the TEM and TER projects and expand the list of participants to such training to new ECE member States (pending approval by the respective project bodies).
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