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INLAND TRANSPORT COMMITTEE

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agenda item 22)

STRATEGIC OBJECTIVES OF THE COMMITTEE

Note : At its sixty-sixth session, the Committee had adopted the Strategic Objectives of the Committee as prepared by its Bureau (TRANS/2004/2, annex 3, Appendix 1; TRANS/2004/18). It had also taken note of a supplementary paper (TRANS/2004/2, Annex 3, Appendix 2; TRANS/2004/19), which indicated certain potential major areas of future work (TRANS/2004/2, annex 3, Appendix 1, paragraph 11; TRANS/2004/18, para. 11) and had requested its subsidiary bodies to review the table in the supplementary paper and identify issues which might be added to their respective programmes of work (ECE/TRANS/156, para. 14).

The list of issues referred to in para. 11 of the Strategic Objectives (TRANS/2004/18), which have been taken into account by the subsidiary bodies when reviewing the table are :

1. The development of Europe-Asia transport links;
2. The use of telematics and intelligent transport systems (vehicles, infrastructure);
3. Population ageing;
4. European integration;
5. The emergence of cleaner propulsion technologies, taking into account new energy sources;
6. Impact of electronic trade on transport;
7. Transport security;
8. Charging for infrastructure usage;
9. Globalization of the world economy and implications for transport.

The revised table reproduced in this document reflects the results of discussions by the respective subsidiary bodies on the strategic objectives and the programme of work.

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RELATIONSHIP BETWEEN THE STRATEGIC OBJECTIVES AND THE PROGRAMME OF WORK OF THE COMMITTEE

| BODY | ISSUES | | | | | | | | |
|--|-----------------------|-----------|-----------|--------------------------|---------------------|--------|-----------|-----|-----------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| WP.5 02.1 | CA: ^{1/} (f) | | | CA: ^{1/} (j)(a) | | | | | CA: ^{1/} (a) |
| SC.1 02.2.1 02.2.2 | 1 (a) | (a) | | | | (g) | 1 (b) | (c) | |
| WP.1 02.3 | | (b) | (b) | | | | | | |
| WP.29 02.4.1 02.4.2 | | (a) | | | (a) all elements | | (a) | | |
| SC.2 02.5.1 02.5.2 | l(g) | | l(e) | l(a) (c) | | | | | |
| SC.3 ^{2/} 02.6.1 02.6.2 | (a) | | | (a) (c)(f) | (a)(b)(d)(f)(n) | (n) | | | |
| WP.15 ^{3/} 02.7 | (a)(c) | | (a)(b)(c) | | | | (a)(b)(c) | | (a)(b)(c) |
| T&E&H 02.8 | | | | | | | | | |
| WP.24 ^{4/} 02.9 | (b)(h) | (d)(e)(f) | (f) | | | | | (d) | (c) |
| WP.30 ^{5/} 02.10 | (h) | (f)(g) | | (f)(e) | | (f)(g) | (a)(f)(g) | | (b)(c) |
| WP.11 02.11 | | | | (g) | (e) | | | | |
| WP.6 02.12.1 02.12.2 | | | (a)(ii) | | | | (a)(ii) | (b) | |

Notes related to the table on the Relationship between the Strategic Objectives
and the Programme of Work of the Committee

^{1/} CA : Continuing Activities

^{2/} The Working Party on Inland Water Transport (SC.3), at its forty-eighth session, provisionally agreed to add to its programme of work a specific reference to “transport security” and to amend the description of the programme activities accordingly when considering the programme of work for the period 2006 – 2010 in 2005. This would allow them to make a reference to the strategic objectives of the Committee in column 7 of the table (TRANS/SC.3/163, para.5).

^{3/} 81. The Working Party on the Transport of Dangerous Goods (WP.15) took note of documents TRANS/2004/18 and TRANS/2004/19 concerning the Committee’s strategic objectives, in particular the request to identify the issues that could be added to its programme of work on the basis of the table reproduced in document TRANS/2004/19 (TRANS/WP.15/181, paras. 81-85).

82. The Working Party stressed that its priority in its work had always been, and continued to be, to ensure the safety of the carriage of dangerous goods. In considering questions of safety, the Working Party had always found itself involved in a subsidiary discussion on security issues, since security concerns sometimes went along with safety concerns and sometimes opposed them. The Working Party’s work also had a direct effect on transport facilitation on account of the standardization of the rules concerning the three modes for inland transport of dangerous goods, in a geographical context which already went beyond the UNECE region, and in keeping with the rules relating to air and sea transport.

83. In considering the table in document TRANS/2004/19, the Working Party was of the opinion that several of the subjects mentioned were already topical issues in its programme of work:

a) Development of transport links between Europe and Asia: ADR facilitated the international transport of dangerous goods and several Central Asian countries (Kazakhstan, Azerbaijan) or countries which had common borders with Asian countries (Russian Federation) were already Contracting Parties. In addition, the Asian countries of the Association of South-East Asian Nations (ASEAN) had already expressed an interest in ADR or had already included its provisions in their national legislation (e.g. Thailand);

b) Use of telematics and smart transport systems: This should make it possible to improve both safety (vehicle safety, detection of leaks) and security (follow-up of vehicles and containers) in the future;

- c) European integration: Since the European Union had decided to implement Annexes A and B of ADR in domestic traffic and since ADR governed international transport with neighbouring countries, work on ADR was important for European integration and should be reinforced with a view to the harmonization of local conditions of carriage;
- d) Transport security: Provisions had already been included in Chapter 1.10 of ADR and would be updated as appropriate;
- e) Globalization of the economy: ADR was regularly updated on the basis of the United Nations Model Regulations on the Transport of Dangerous Goods so as to bring it into line with the rules applicable to the different transport modes worldwide.

84. The Working Party considered that an addition should accordingly be made to the table in document TRANS/2004/19 by including “(a), (b), (c)” in columns 2, 4, 7 and 9 and “(a)” and “(c)” in column 1.

85. The Working Party considered that it was unnecessary to change the wording of (a), (b) or (c) or activity 02.7 of the programme of work, except that the words “throughout Europe” should be deleted in paragraphs (a) and (c) since ADR and RID already had several non-European Contracting Parties (Central Asia, North Africa, Middle East).

^{4/} The Working Party on Intermodal Transport and Logistics (WP.24) took note of the strategic objectives adopted by the Inland Transport Committee (ITC) (TRANS/2004/18). Reviewing document TRANS/2004/19, the Working Party felt that its programme of work, adopted at its fortieth session (TRANS/WP.24/101) and subsequently approved by the ITC in February 2004 (ECE/TRANS/156/Add.1), was in line with the strategic objectives of the ITC. It decided, however, to add to this programme specific references to “transport safety and security” as well as to “globalization of the world economy” and to amend the description of its programme activities accordingly when considering the programme of work for the period 2006 to 2010 in autumn 2005 (TRANS/WP.24/105, para. 4).

^{5/} The table is currently under study by the Working Party on Customs Questions affecting Transport (WP.30). The indications as reflected at present in the table are those proposed by the Inland Transport Committee (see also TRANS/2004/19).
