

2 December 2009
ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

(Seventy-second session, 23-25 February 2010,
Agenda item 4)

**REPORT TO THE UNECE EXECUTIVE COMMITTEE ON
THE IMPLEMENTATION OF THE PRIORITIES OF THE UNECE REFORM
FOR STRENGTHENING SOME ACTIVITIES OF THE COMMITTEE**

Meeting between EXCOM and Chair and Vice-Chairs of the Inland Transport Committee

Items for discussion

Note by the secretariat

INTRODUCTION

1. The work of the Inland Transport Committee (ITC) aims at facilitating transport in the United Nations Economic Commission for Europe (UNECE) region and, at the same time, at increasing its level of efficiency, safety, security and protection of the environment, thereby contributing to sustainable development.
2. ITC develops and updates international agreements and conventions, which are legally binding for the countries that adhere to them and which provide the international legal and technical framework for national transport legislation in UNECE member States. These legal instruments cover all relevant aspects of inland transport including infrastructure, vehicles, road traffic rules and border procedures. Altogether, 57 agreements and conventions have been developed. ITC also develops and keeps up to date transport-related recommendations on which legally binding consensus cannot be achieved. **In performing these regulatory and standard-setting functions, some of which are global in scope, ITC fulfils a need that is not met by any other international organization.**
3. ITC also promotes the implementation of these legal instruments through surveys and other monitoring activities as well as through training activities and advisory services. In addition, ITC promotes sub-regional cooperation of governments with a view to coordinating the implementation of legal instruments including those aimed at the development of coherent transport infrastructure networks in the UNECE region.

I. IMPLEMENTATION OF THE PROGRAMME OF WORK DURING THE PAST 12 MONTHS

1. General

4. In the course of the past twelve months, ITC and its subsidiary bodies continued their endeavours to develop and promote pan-European inland transport regulatory framework and further contribute to facilitation of the international movement of persons and goods, improved safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development. These efforts were mainly centered on facilitating negotiations and managing international agreements, conventions, norms and standards. Furthermore, UNECE work contributed to further development of safer, more secure and efficient transport operations, safer and less polluting vehicles, as well as simplified border crossing procedures.

5. In 2009, ITC and its subsidiary bodies adopted amendments to a number of important agreements and conventions. The total number of Contracting Parties to UNECE legal Instruments on Transport reached 1645. In 2009, there were **12 new accessions** to legal instruments, of which 5 from non-UNECE countries. 2009 accessions from UNECE member States to UNECE legal instruments in the area of transport were: Andorra 2; Croatia 1; Netherlands 1; Serbia 1; Slovakia 1; Switzerland 1. Accessions from non-ECE countries were: Burkina Faso 2; Kenya 1; Tunisia 2.

6. This may be attributed to increased efforts to further promote the implementation of the regulatory framework through a growing number of capacity-building and advisory activities which were carried out in collaboration with member Governments and which involved a large number of experts from both public and private sectors.

2. Highlights of the work of ITC and its subsidiary bodies

(a) Working Party on the Transport of Dangerous Goods and ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its two subcommittees

7. With respect to the **transport of dangerous goods**, the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) became applicable on 28 February 2009. ADN now counts twelve Contracting Parties.

8. The accession of Andorra to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) raised the number of Contracting Parties of that Agreement to 45.

9. The 16th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations; the 5th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the 3rd revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) were published during the 2009.

10. Two new publications on “Transport of Dangerous Goods” and one on “Globally Harmonized System of Classification and Labelling of Chemicals (GHS)” were prepared on the basis of the amendments adopted by the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, of the Economic and Social Council and serviced by the UNECE secretariat, in December 2009, pursuant to ECOSOC resolution 2009/19 of 29 July 2009.

11. The European Union adopted, at the end of 2008, Regulation (EC) No. 1272/2008 that gives effect to the GHS in EU countries as from 2009, with a transitional period until 30 November 2010 for pure chemicals and 31 May 2015 for mixtures.

(b) World Forum for Harmonization of Vehicle Regulations (WP.29)

12. The **World Forum for Harmonization of Vehicle Regulations (WP.29)** continued to update the existing regulations and adopted new regulations aimed at improving vehicles' safety and their environmental performance. More than 100 amendments to existing vehicle regulations have been introduced as amendments to existing Regulations annexed to the 1958 Agreement and as new global technical regulations on Non-Road Mobile Machinery, Off cycle Emissions, in the framework of the 1998 Agreement. Among them, to name a few, were updated: provisions for requirements for residual braking performance of vehicles with ABS function as well as requirements for Braking Assistance Systems, test requirements for passengers and light commercial vehicles equipped with tyre pressure monitoring systems, reinforcement of the structure of small coaches to protect passenger in the event of roll-over, insertion of fire detection provisions in buses and coaches.

13. Following up its brief policy segment on key issues in 2009, the World Forum considered a possible strategy for the automotive sector with regard to the measures for the **abatement of global warming and the reduction of CO₂ emissions**, in the following way: (a) a short term objective through improved energy efficiency of vehicles and the use of sustainable biofuels (2015); (b) a mid term objective with the development and introduction into the market of plug-in hybrid vehicles (2020-2025), and; (c) a long term objective with development and introduction into the market of electric vehicles as well as hydrogen and fuel cell vehicles (2030-2040). This strategy would shift the automotive sector from the use of fossil energy to the use of hydrogen and electric energy. The World Forum has called for an integrated approach, taking also into account that measures such as eco-driving and better traffic management may be very cost-effective in obtaining a short-term substantial CO₂ reduction in the existing vehicle fleet. For the effectiveness of this integrated strategy, the energy sector has to ensure the sustainable and cost-effective generation of electricity and production of hydrogen. The World Forum has continued to promote measures for sustainable development, including global warming mitigation such as environmentally friendly vehicles, worldwide harmonized light vehicle test procedures including CO₂ measurement, hybrid and electric vehicles, hydrogen and fuel cell vehicles, and numerous other measures on fuel efficiency.

14. The World Forum continued to develop **recommendations on market fuel quality** to enable that vehicles, which were tested in conformity with the UN regulations or other equivalent regulations and using specific reference fuels for the tests, use in their daily service fuels with specific characteristics relating to the vehicle emission levels and engine technology type. Once adopted, recommendations will contribute to environmental protection, specifically to the reduction of air pollution. The World Forum will organize a **Round Table on Global**

Warming and Transport in June 2010 which, among other objectives, should further contribute to development of recommendations on market fuel quality.

15. **Intelligent Transport Systems (ITS)** contribute not only to the abatement of global warming from transport activities through a better traffic management but also to an increased road safety. ITS offers non-traditional solutions for many transport sector challenges in an effective way. UNECE's main focus on ITS regulations has so far been through the World Forum (WP.29) which has been dealing with communication between vehicles and between vehicles and infrastructure. Technical specifications for autonomous emergency braking and lane departure warning systems are just two examples of products from the World Forum. A road map for incorporating the ITS into the activities of the Transport Division is being prepared and will be completed in 2010.

16. **Progress of the UNECE regarding automotive regulations continued during 2009.** The World Forum has adopted at its November 2009 session harmonized requirements on Tyre Pressure Monitoring Systems (TPMS). As well as preventing casualties, the widespread use of TPMS in cars could significantly reduce fuel consumption and CO₂ emissions. Deflated tyres can cause up to 4% increase in fuel consumption while reducing tyre lifespan by 45%. Deflated tyres are also an important factor causing road accidents (9% of fatal accidents on motorways are related to tyre failures). Despite these facts, owners are not careful with the condition of their tyres. According to a European study, 50% of all cars are driven on under-inflated tyres. This is the reason why the World Forum (WP.29) has developed in 2009 harmonized requirements on Tyre Pressure Monitoring Systems (TPMS). TPMS warn the driver when the tyre is significantly below its optimum pressure. The use of TPMS will therefore help to improve road safety, tyre performance, fuel efficiency and CO₂ emissions. For CO₂ emissions in particular, according to research by TNO in the Netherlands, the fuel saving potential of TPMS in passenger cars is 2.5%. For new cars with expected engine test cycle performance of 130 g CO₂/km this would mean additional reductions of 3g CO₂/km.

17. The European Community will make reference in its own legislation to the corresponding UNECE Regulation¹ to make mandatory the TPMS requirements developed by the World Forum

(c) Working Party on Customs Questions affecting Transport (WP.30)

18. With regard to **border crossing facilitation**, the accessions of Jordan, Moldova and Tunisia to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention) have brought the number of Contracting Parties to 54. Convention establishes commonly agreed requirements for coordinated border management and reduction of border formalities as well as the number and duration of all types of border controls of goods. Transport Division has continued its efforts to ensure the full implementation at the national level of the new Annex 8 on road transport to the Convention. This Annex covers a wide range of measures to facilitate road transport operations, including facilitation of visa procedures for professional drivers, standardized weighing operations and

¹ UNECE Regulation No. 64 on uniform provisions concerning the approval of vehicles with regard to equipment which may include a temporary use spare wheel and tyre unit, a run-flat tyre system and/or a tyre pressure monitoring system (text available on <http://www.unece.org/trans/main/wp29/wp29regs61-80.html>)

vehicle weight certificate, minimum infrastructure requirements for efficient border crossing points and provisions to monitor the border crossing performance.

19. In June 2009, UNECE Transport Division, in close cooperation with the Organization of the Black Sea Economic Cooperation (BSEC) organized a **Workshop on the Implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods** with the objective to strengthen capacity of government officials responsible for customs, transport and trade policies to ensure a more effective implementation of the Harmonization Convention. The seminar was attended by representatives of about 30 countries as well as various intergovernmental and nongovernmental organizations. Participants at the Seminar benefited from exchanging of best practices with regard to the implementation of the key provisions of Annex 8 at the national level as well as from various technical presentations. Transport Division also launched a survey of all Contracting Parties on the implementation of the above mentioned Annex.

20. Since 1 January 2009, **the TIR Convention** has been strengthened by recent amendments that provide more financial transparency in respect to the functioning of the TIR system. In addition, a survey of the prices of TIR Carnets at the national level has been successfully conducted; the results are being analyzed by administrative bodies of the Convention. An extensive package of amendment proposals has been brought to consideration of the Working Party on Customs Questions affecting Transport (WP.30) and the TIR Administrative Committee with a view to clearly define responsibilities of the major players in the TIR system (Customs, operators and guarantors). Moreover, UNECE has undertaken a number of training and capacity building activities, including the Regional TIR Seminar in Tunisia (June, 2009) and the publication of the 2009 edition of the TIR Handbook which will include numerous examples of best practices with regard to the implementation of the TIR Convention at the national level. UNECE is currently finalizing a strategic review of the TIR system in the light of recent changes in the areas of trade, transport and Customs, in order to keep it up to date.

21. In March 2009, UNECE Transport Division, together with the World Bank and International Transport Forum organized a **Seminar on “Overcoming border crossing obstacles”**. Attended by almost 100 experts from Governments, International Organisations and private sector, the Seminar reviewed and analysed problems for transport in crossing borders for all modes of transport, as well as for maritime ports and airports across the globe. It examined good practices and recent developments which can be replicated elsewhere and identified areas where further actions need to be taken to facilitate easier crossing of borders. The participants shared a vision for the future that is built on an integrated and cooperative model for border management. Instead of competition and adversarial relations between agencies, the aim is for a combined approach based on a single window for business and users. There should be a balance between control and facilitation, with as much of the work as possible done in advance using electronic communication to replace the present paper based systems.

(d) Working Party on Road Traffic Safety (WP.1) and Working Party on Road Transport (SC.1)

22. With 1.3 million people dying worldwide and millions more injured or disabled every year as a result of road crashes, **road traffic safety** has become a major global social, economic, development and health concern. Road safety continued to be an area of priority of UNECE. In

2009, the secretariat has revised and published the Conventions on Road Traffic and on Road Signs and Signals in all the official United Nations languages, thus allowing an accelerated scaling up of their use beyond the UNECE region. Two sets of best practices, Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) respectively, have been fundamentally revised and published in 2009. The accession of Kenya into the 1968 Convention on Road Traffic brought the number of Contracting Parties to this convention to 69 (of which 35 outside the UNECE region), whilst the number of Contracting Parties to the 1968 Convention on Road Signs and Signals remain unchanged, 58 Contracting Parties (of which 30 outside the UNECE region). All five United Nations regional commissions have agreed to consider road safety as a priority area for cooperation.

23. The UNECE Road Safety Forum – Working Party on Road Traffic Safety (WP.1) organized in September 2009 a **Round Table "Are we victims of development success"**. The forum offered an opportunity for debating on what has become a paradox of our times: despite improved awareness, safer vehicles and road infrastructures, better training of drivers, and more expedient trauma care, the casualties and the fatality rates due to road traffic crashes continue to rise. Four major aspects of improved road traffic safety – infrastructure, vehicles, drivers and public awareness were introduced by key note speakers. In the ensuing discussion, participants presented national cases and focused on exchange and sharing of relevant experiences.

24. UNECE is the implementing lead agency for the **UNDA funded project on "Improving Global Road Safety: setting regional and national road traffic casualty reduction targets."** The project was carried out in cooperation with the other regional commissions in 2008 and 2009.

25. Under the auspices of the UNDA project, **UNECE organized a seminar for CIS countries in Minsk** from 12 to 14 May 2009, with the Government of the Republic of Belarus co-hosting the event. The seminar provided the participants with the opportunity to learn from each other's experiences as well as from the cases of Australia, France, Great Britain, Poland and Spain where setting targets proved to be effective in assessing the road safety problem and finding ways to solve it.

26. A **UNECE Conference was organized under the project in Halkida (Greece)**, in June 2009, hosted by the Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association, with the support of the Hellenic Ministry of Transport and Communications. The conference was attended by participants from ten countries in South-Eastern Europe and offered the opportunity for exchange of experiences among these countries, learn from the experience of France, Italy, and the Netherlands and get information on activities and plans of the European Commission and other major international governmental or non-governmental organizations. The conference received very good media coverage and the Hellenic Basketball Federation, FIBA Europe and players from the national basketball team of Greece, both male and female, signed a Declaration requesting "Team Work and Fair Play on the Basketball Court and on Our Roads".

27. Under the same project, a **road safety study tour in Sweden** for experts from low and middle income countries was organized in cooperation with the Swedish Road Administration; and a road safety **national seminar was organized in Kyrgyzstan** at the request of Ministry of Transport and Communication of this country.

28. A **joint press conference of UNECE, FIBA and FIBA Europe**, together with the Polish authorities to promote road safety, was organized in Katowice's Spodek Arena, under the last round of the EuroBasket 2009 was played, on 17 September 2009. Speakers included FIBA and FIBA Europe President and Secretary General, the Polish vice Minister of Sport, and representative of the Polish Minister of Infrastructure, as well as the secretariat. This event raised awareness about the road safety problem among a wide audience and was an opportunity to invite road users to respect the traffic rules. At the end of the press conference, the speakers formally signed the EuroBasket 2009 Declaration for Road Safety – “because a true champion respects the rules of the game!” – which draws a parallel between basketball and road safety stating that non-respect for rules results in unfairness, on the road as on the court.

29. The UNECE participated in preparation of the First **Global Ministerial Conference on Road Safety** that was held in the Russian Federation in November 2009. The conference provided a major opportunity for raising the political profile of this epidemic of traffic-related deaths and injuries. Moreover, it contributed to improving the visibility of the UNECE and its related work, including the dissemination of the tangible results produced by the UNDA project mentioned above. The Conference approved a Declaration that will most likely be the basis for a new United Nations General Assembly Resolution on road safety.

30. With regard to **road transport**, following close cooperation with the European Commission (EC) and the Joint Research Centre (JRC) located in Ispra (Italy) a tripartite Memorandum of Understanding was signed, through which the UNECE secretariat recognizes the EC-JRC as the Authority responsible for Root and Interoperability Certification for non-EU Contracting Parties to the AETR. The Memorandum entered into force on 1 January 2009. In 2009, UNECE organized special meetings of the Ad hoc Group of Experts for the **Implementation of the Digital Tachograph** by non-EU countries Contracting Parties to the AETR (27 February 2009, 22 October 2009) aimed at supporting efforts of these countries' to proceed with the timely implementation of this new system. From 16 June 2010, the digital tachograph will be mandatory for newly registered vehicles in non-EU Contracting Parties to the AETR. Several of these countries have difficulties in implementing the device; therefore this issue continued to be a priority on the agenda of the Working Party on Road Transport (SC.1) and the secretariat.

(e) **Working Party on Transport Trends and Economics (WP.5)**

31. The UNECE continued to work closely with governments of the Euro-Asian region to develop **Euro-Asian Transport Links (EATL)**. The first phase of the EATL project ended in 2008 with the Ministerial Meeting in Geneva. High-level representatives of 19 countries signed a joint statement on development of Euro-Asian transport links. Subsequently, the government of Russia provided a multi-year funding to support EATL activities until 2011. At the same time, an EATL Expert Group was created as a subsidiary body of WP.5 to enhance co-operation in the field of transport. The EATL EG held two sessions in 2009 in Geneva and Istanbul. The Istanbul event was organized in partnership with the Ministry of Transport of the Republic of Turkey and the Black Sea Economic Co-operation Organization. A regional EATL workshop was also organized in Tehran in partnership with the Economic Co-operation Organization. The Expert Group continued its work through elaborating studies, analysis, collecting data on transport infrastructure and operations along Euro.-Asian transport routes and identifying non-physical obstacles to international transport.

32. The UNECE Expert Group on **Hinterland Connections of Seaports** was able to complete its final Report, including the evaluation of an original questionnaire survey and evidence-based policy recommendations to member States. These recommendations aim inter alia to ensure that hinterland connections of seaports are well integrated into transport development strategic plans at national and international levels, encourage UNECE to launch the development of a new evaluation tool for identifying key pinch points and points of weakness/failure in transport systems, and benchmarking performance of transport and logistics systems against peer economies, encourage good practice adoption for border crossings with a view to improving hinterland efficiency in general terms, but most particularly for landlocked non-EU countries, and encourage the European Union to maintain a clear focus on improving transport infrastructure and operations with neighbouring UNECE countries, particularly EU candidate countries. The Working Party approved the **Report on hinterland connections of seaports** and requested the secretariat to arrange for its publication in official UNECE languages. The English version is expected to be published in January 2010.

33. The UNECE published in 2009 a **Report on the identification of bottlenecks, missing links and quality of service in infrastructure networks** in English and Russian (the French version is forthcoming). It aims to provide an approach that will permit an unbiased overview of existing infrastructure bottlenecks and missing links in the pan-European region. This revised methodology for the identification of bottlenecks, missing links and quality of service in infrastructure networks will facilitate a coherent appraisal and selection of transport infrastructure projects of international importance across the ECE region.

(f) Working Party on Rail Transport (SC.2)

In the field of **rail transport**, UNECE organized an international workshop on passenger accessibility of rail transport (Geneva, 19 November 2009), addressing an important social problem in the pan-European region. Further, the SC.2 adopted a report of its task force on rail security, including a number of follow-up activities.

(g) Working Party on Inland Water Transport (SC.3)

34. In the field of **Inland Water Transport** significant progress was made in cooperation with the River Commissions on harmonizing the rules of navigation on European inland waterways through the revision of the European Code for Inland Waterways (CEVNI) and on updating the minimum pan-European requirements for the issuance of boatmasters' certificates in inland navigation with a view to their reciprocal recognition for international traffic.

(h) Working Party on Intermodal Transport and Logistics (WP.24)

35. Concluding a debate and work undertaken at several sessions on modern transport chains and logistics, the Working Party finalized a study on the design and management of freight and intermodal transport and the role of Governments. While supply chain management and logistics were primarily business activities, Governments needed to set and maintain the institutional framework as well as the rules of the game to ensure that these business processes were carried out in line with national transport policy objectives and respected also other economic, social, environmental and spatial policies, rules and regulations set and enforced by public authorities (ECE/TRANS/WP.242008/4).

36. The Working Party also prepared a road map on its future work. It decided to further strengthen and streamline its role as a pan-European forum for Governments and industry experts and to make better use of its interdisciplinary and inter-regional features as well as its role as an organ for multilateral legal instruments (ECE/WP.24/2009/5).

(i) Working Party on the Transport of Perishable Foodstuffs (WP.11)

37. Proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the sixty-third session of WP.11 in 2007 (ECE/TRANS/WP.11/216 and Add.1) were deemed accepted on 6 June 2009 and will enter into force on 6 December 2009. A new version of the ATP reflecting those amendments is available on the Transport Division website.

38. Countries from Central Asia (Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan) participated in WP.11 for the first time thanks to the European Union's Transport Corridor Europe Caucasus Asia (TRACECA) programme which currently has a project to encourage those Central Asian countries which are not ATP Contracting Parties to join the Agreement and the establishment of ATP testing stations in the region.

39. The WP.11 failed to reach agreement on a proposal for an ATP test for multi-compartment multi-temperature vehicles. This is a subject which has been under discussion for many years by the Working Party and the model of the ATP Certificate even mentions multi-temperature equipment without there being a corresponding test in the ATP itself. It is estimated that in some countries today multi-temperature vehicles make up some 20-30% of the fleet.

(j) Multidisciplinary Group of Experts on Inland Transport Security

40. The Inland Transport Committee endorsed the final report of the Chairman of the Multidisciplinary **Inland Transport Security** Expert Group with recommendations on how to enhance inland transport security in the UNECE region. The Expert Group is to be re-activated annually to discuss security issues being addressed at the ITC's subsidiary bodies and to provide an international platform for exchange of good practices. In this context, the secretariat prepared a two-day inland transport security event to be held in January 2010 to discuss and promote closer cooperation in this area.

(k) Sub-regional cooperation projects

41. Following the release of the **Trans-European Motorway (TEM) and the Trans-European Railway (TER) Master Plan** in 2005, which provided a regionally harmonized investment strategy for developing the road and rail transport backbone networks in 21 Central, Eastern and South-Eastern European countries, UNECE has been monitoring its implementation. In 2007, the first progress report on the implementation of the priority projects identified by the TEM and TER Master Plan was produced (with a comparison report of the Master Plan Backbone Networks with the E-Networks as well as with those developed under the auspices of the EU and other international institutions).

42. In 2009, the **Revision of the TEM and TER Master Plan** was pursued. This work targets an extended geographical coverage of the Master Plan to 25 UNECE member countries and embrace new challenges, such as intermodality, funding and operational performance along the

main routes. The Second Joint Meeting of the TEM and TER Expert Groups on Revision of the Master Plan took place on 21 – 23 April 2009 in Austria, and national coordinators from participating member countries agreed on the revised terms of reference, schedule of tasks associated with the Revision and further actions needed to complete this process during 2010.

(l) Supporting initiatives and programmes of other United Nations bodies

43. UNECE continued supporting the implementation of the **Almaty Programme of Action (APA)** aimed at establishing a new global framework for developing efficient transit transport systems in landlocked and transit developing countries. Following APA's mid-term review in 2008, in which Transport Division actively participated, the United Nations General Assembly adopted the Declaration on the midterm review of the APA. The Declaration has generated a sense of urgency for the entire international community to focus on the specific challenges faced by both the landlocked and transit developing countries.

44. Given this background, the UNECE Transport Division in co-operation of the OHRLLS, hosted an **Inter-agency Consultative Meeting on the implementation of the APA** in March 2009. The meeting aimed at assessing the outcome the mid-term review and at mapping the contributions by the UN system and other relevant organizations towards the accelerated implementation of the APA goals. The UNECE administers a number of international legal instruments, standards, norms and recommendations which – if promoted, used and properly implemented – can assist landlocked and transit countries in overcoming their special disadvantages. The UNECE also contributes to the APA by co-operating with other international organizations. Of particular interest is UNECE's novel co-operation with the Organization for Security and Co-operation in Europe to promote transport and border crossing facilitation particularly. In this context, the UNECE Transport Division staff have recently co-organized and/or significantly participated in OSCE events in Georgia, Kazakhstan, Tajikistan and Ukraine. Currently, the UNECE is working with the OSCE to develop a "Handbook of Best Practices at Borders".

(m) Transport, health and environment

45. The **Transport, Health and Environment Pan-European Programme (THE PEP)** continued to address key challenges to achieving sustainable transport patterns, to encourage governments to pursue an integrated approach to policymaking, and to put sustainable mobility at the top of the international agenda. Following the **Third High-level Meeting on Transport, Health and Environment** in January 2009, THE PEP Steering Committee at its seventh session (22-23 October 2009) agreed on procedures to implement the priority goals and mandated activities stipulated by the Amsterdam Declaration (ECE/AC.2/21/2009/2), approved THE PEP work plan for 2009-2014 as well as project proposals for extra-budgetary funding and coordination by THE PEP secretariat (UNECE Environment and Transport Divisions and WHO/Europe).

46. THE PEP **Workshop on Safe and Healthy Walking and Cycling in Urban Areas** held on 24 and 25 September 2009 in Pruhonice (Prague), initiated THE PEP relay race, one of the mechanisms adopted by the Third High-level Meeting on Transport, Health and Environment. The aim of the Workshop was to encourage transport, health and environment policymakers to develop strategies and measures to support pedestrian and cycle - friendly cities. Participants identified challenges and needs to promote innovative policies to support walking and cycling

as viable and attractive modes of urban mobility. Focusing on cooperation between national and local authorities, industry and civil society in planning, building infrastructure and financing safe and healthy walking and cycling, the workshop also offered an opportunity for capacity building for sustainable urban transport development in the countries of Eastern Europe, Caucasus, Central Asia (EECCA) and South East Europe (SEE).

II. MAJOR ACTIVITIES PLANNED FOR THE FORTHCOMING 12 MONTHS

47. Overall, the short-term plans in the field of inland transport will be to continue improving efficiency, safety, environmental protection and security. This will be done by amending the relevant UNECE international legal instruments in cooperation with various United Nations agencies, other international organizations as well as non governmental organizations (NGOs) representing the transport and transport equipment industry, business, road users and consumers.

48. Concerning the **harmonization of vehicle regulations**, the World Forum will continue to adapt its regulations to technical progress and, when necessary, adopt new regulations to further improve the safety and environmental performance of vehicles. A road map for the establishment of a worldwide common test cycle for measurement of emissions of light vehicles, including CO₂ emissions, will be one of its priorities and a round table on vehicles and CO₂ emissions will be organized. It will make further efforts to increase participation of new non-UNECE countries. The secretariat will participate in the 2010 Geneva Motor Show to increase visibility and promote UNECE work on vehicle regulations.

49. **Global warming** is at the top of UN priorities and has become a challenge for many organizations dealing with climate change mitigation and adaptation. For UNECE the focus will be on linking and mainstreaming Transport Division's work to other global priorities concentrating on key areas which can produce results, such as: (i) the Millennium Development Goals (MDG), in particular MDG 7 to ensure environmental sustainability; (ii) the Kyoto Protocol; (iii) UN General Assembly Resolution A/RES/63/2, "Protection of global climate for present and future generations", and (iv) UN Framework Convention on Climate Change (UNFCCC).

50. Transport Division initiated a **new project** to study the **impact of road transport on global warming** to be funded under the United Nations Development Account (UNDA) for implementation together with all other United Nations Regional Commissions. The funding of this project is currently under consideration and the confirmation to launch the project is expected by the end of 2009. Project objectives include the development of an information and analysis tool based on a uniform methodology for the evaluation of the emissions of carbon dioxide (CO₂) in the inland transport sector, taking into account climate-relevant indicators and new transport trends. The methodology for evaluating CO₂ emissions would serve as a tool that could be used by all UN Member States to analyze a wide range of questions linked to CO₂ emissions and to optimize the use of energy sources in the transport sector. Thus, it would also be a powerful and transparent analysis tool to develop future transport strategies and to support policy decisions by the Member States.

51. **Intelligent Transport Systems (ITS)** is an area to be strengthened in the transport sector. Transport Division target is to improve high quality information concerning Intelligent Transport Systems available and their meaningful integration into the work of several

subsidiary bodies of the ITC (WP.29, WP.1, WP.24, WP.30 WP.15). All these bodies have expressed interest in receiving strategic guidance and administrative support with regard to ITS applications in transport sector, in particular, in the following areas: (i) mitigating traffic congestions; (ii) reducing road fatalities; (iii) reducing pollution and noise, and, (iv) improving fuel efficiency.

52. The secretariat will publish a consolidated edition of ADR and ADN incorporating all amendments adopted by the **Working Party on the Transport of Dangerous Goods and the ADN Administrative Committee** in 2008 and 2009 for entry into force on 1 January 2011, subject to their acceptance by Contracting Parties. Major activities planned include the adoption of a new harmonized model of ADR driver training certificate to avoid misuse and forgery; the adoption of a catalogue of questions related to the training and examination of experts required to be on board of inland navigation vessels carrying dangerous goods.

53. In the area of **road safety**, the process of adaptation is expected to continue in 2010 and to result in a strengthened WP.1 as an important contributor to solving the global road safety crisis. The results the **UNDA funded project on improving global road safety** will lead to setting targets at sub-regional and regional levels. UNECE in close cooperation with the other regional Commissions and other and other relevant partners will continue working towards raising the political profile of road traffic issues and contributing in improving global road safety.

54. Regarding **road transport**, the secretariat will continue supporting the implementation of digital tachograph (mandated to be implemented on 16 June 2010), by non-EU member countries Contracting Parties to AETR. It will also pursue the introduction of road safety audits in AGR and the promotion of a new global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS agreement).

55. Concerning **border crossing facilitation**, the objectives for 2010 will be to continue monitoring and capacity-building activities regarding the Harmonization Convention as well as to finalize and adopt a new Annex 9 on rail crossing facilitation as well as to develop a set of border crossing indicators.

56. Major challenges for the **TIR Convention** will be to agree on the extensive package of amendment proposals which would clarify the responsibilities of various actors in the TIR system (Customs, operators and guarantors) and to make further progress in the computerization of the TIR procedure (e-TIR) by finalizing Chapter 3 of the TIR Reference Model, which defines a set of electronic messages for the future e-TIR system, and to explore the ways and means how such a system can be brought about in the near future. The Contracting Parties should also reach a consensus on the possible increase of the TIR guarantee level for non-EU countries to 60,000 euros to harmonize the TIR guarantee with that existing in the EU region. In addition, the results of the recent strategic study of the TIR procedure, in the light of recent changes in the areas of trade, transport and Customs, will be analyzed with a view to keeping the TIR system competitive and up-to-date.

57. The Group of Experts on **Euro-Asian Transport Links** (EATL) will continue its work in further developing the EATL Project Phase II aiming at co-ordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analyzing economically viable inland transport options, examining non-physical obstacles and collecting transport

flows data in the EATL region, ; strengthen national capacities; share experience and best practices along the Euro-Asian transport routes; and further develop and update Geographic Information System (GIS) database. In 2010 more Expert Group Meetings are planned, one of which most likely in Uzbekistan.

58. In the field of **inland water transport**, in line with the decisions of the 2006 pan-European conference on inland water transport, UNECE, in close cooperation with river commissions, the European Commission and other competent international bodies, is preparing a White Paper on efficient and sustainable inland water transport in Europe to be published in 2010.

59. UNECE organized an international workshop in Geneva on the **accessibility of heavy rail transport for people with mobility handicaps**, in cooperation with international organizations, the UNECE Population Activities Unit and NGOs.

60. In collaboration with member Governments, the secretariat of the Transport Division prepared the methodological and procedural basis for the **2010 E-Road and E-Rail Census programmes**. The Inland Transport Committee approved the recommendations to Governments on E-censuses (ECE/TRANS/2009/11 and ECE/TRANS/2009/12) and adopted two resolutions related to those censuses (Resolution No. 259: E-Road Traffic Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe in 2010 and Resolution No. 260: E-Rail Traffic Census in Europe in 2010).

61. The 18th Organization for Security and Co-operation in Europe (OSCE) Economic and Environmental Forum will be conducted under the 2010 Kazakh Chairmanship under the theme **“Promoting good governance at border crossings, improving the security of land transportation and facilitating international transport by road and rail in the OSCE region”**. This timely and closely related to the ongoing work of the UNECE Transport Division event, will offer an excellent opportunity for the continuation and further strengthening of the UNECE-OSCE cooperation in the area of inland transport and border crossing facilitation.

62. The UNECE Working Party on Rail Transport plans to organize in Vienna in November 2010 an international workshop on the **challenges and prospects of Euro-Asian rail transport**, in cooperation with the OSCE and TER secretariat.[to be confirmed by the 63rd SC.2 session on 18-20 November 2009]

III. PROPOSED CHANGES TO THE SUBSIDIARY STRUCTURE OF THE COMMITTEE

63. In 2008, two new expert groups were established and started work, one concerning hinterland connections of seaports, with a one-year mandate, and the other on Euro-Asian transport linkages, with a two-year mandate. While, the Group of Experts on Hinterland Connections of Seaports has completed its mandate, a formal proposal for the **extension of the mandate of the Group of Experts on Euro-Asian Transport Linkages by two years** in order to enable it to continue its work has been approved by WP.5 at its twenty-second session in September 2009, and will be submitted at the next EXCOM session.

IV. IMPLEMENTATION OF THE WORKPLAN ON UNECE REFORM

64. Chapter III of the workplan on UNECE reform (E/ECE/1434/Rev.1, paras. 35 to 39), requests ITC to strengthen a number of areas of work and activities and to submit proposals thereon to the Executive Committee. The following paragraphs provide a basis for addressing these priorities and proposals.

65. Closer cooperation with the Committee on Trade in the areas of **trade and transport facilitation** is being pursued as these topics seem most appropriate (as elaborated in ECE/TRANS/2008/3) and contain a road map about the strengthening of border crossing and trade facilitation activities, prepared jointly by the trade and transport divisions. To this end, a joint half-day trade and transport conference on the impact of globalization on transport, logistics and trade was organized back to back for the first time by the two committees as part of their annual sessions in February 2009. The joint conference contributed to the UNECE report to the transport ministers of the ITF at the 2009 ITF Forum on transport for a global economy, new challenges and opportunities, to be held in May 2009 in Leipzig.

66. With regard to **Transport, Health and Environment Pan-European Programme** (THE PEP) and ITC with the Committee on Environmental Policy and in collaboration with the World Health Organization (WHO-Europe), is further strengthening activities related the THE PEP and environmental aspects of transportation. In 2010, it is planned to organize a regional workshop on sustainable and healthy urban transport in Skopje and another regional workshop on safe and healthy walking and cycling in Georgia.

67. The World Forum for Harmonization of Vehicle Regulations is facing the challenge of **climate change mitigation** by undertaking specific initiatives including and promoting measures to improve vehicle energy efficiency. Supported by the United Nations Environment Programme (UNEP) and the International Petroleum Industry Environmental Conservation Association (IPIECA), the World Forum is committed to developing the necessary recommendations or standards on market fuel quality.

68. In order to further shed light on environmental aspects of transport and enable governments to make the right policy decisions, the Transport Division, in cooperation with other United Nations regional commissions, has submitted a **project proposal on global warming and transport to UNDA** for possible funding. If approved for funding, the implementation of this project would involve all United Nations regional commissions and will be coordinated by UNECE.

69. At its 71st session, the Committee requested its subsidiary bodies to review and further improve **mechanisms for monitoring the implementation of their respective legal instruments** in 2009. Following Committee's request, the Working Party on the Transport of Dangerous Goods on its eighty-sixth session (5-8 May 2009) pointed out that neither **ADR** nor **ADN** contained an obligation to verify that Contracting Parties had taken the necessary administrative steps for the application of the instruments and that the secretariat did not have sufficient resources, or a mandate, to carry out audits such as those undertaken by the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO) and the International Atomic Energy Agency (IAEA) in respect of the legal instruments they administered. Certain delegations felt that some of the questions included in the questionnaire on performance indicators could be developed and circulated on a recurrent

basis, so as to have an overview of the implementation of ADR by Contracting Parties. That, however, assumes that Contracting Parties would have to cooperate voluntarily in providing the required information, and such procedure could not be likened to an independent, in-depth audit. With regard to the implementation of **TIR Convention**, the Working Party on Customs Questions affecting Transport (WP.30) at its 123rd session recalled that the TIR Convention already benefits from the proper monitoring mechanism in the form of TIR Executive Board - an inter-governmental body established in 1999. As far as the **International Convention on the Harmonization of frontier controls of goods, 1982** (“Harmonization Convention”) is concerned, the UNECE was mandated in 2008 to monitor its implementation with regard to road transport every two years. First survey on the implementation of the provisions in Contracting Parties to this Convention is under way. Questionnaire on the implementation of the Annex 8 at the national level was distributed to the Ministries for Foreign Affairs of the Contracting Parties to the Harmonization Convention and 31 December 2009 was set as the deadline for reply. In view of extensive and time-consuming coordination at the national level which might be required in order to complete the questionnaire, the secretariat is considering the possibility to process replies received even after the deadline. A monitoring mechanism has already been developed earlier to assess the application of minimum infrastructure standards in some transport infrastructure agreements, notably the **European Agreement on Main International Railway Lines (AGC) and AGTC**.

70. The work on **Euro-Asian transport links (EATL)**, one of the main areas of activity identified in the reform proposal for the transport sub programme, has reached a milestone at the ministerial meeting in 2008. Following the Joint Statement of the ministers of transport of Euro-Asian countries in Geneva, on February 2008, the work is continued through the activities of WP.5 and its subsidiary ad hoc Group of Experts on EATL. The Government of Russia has provided extra-budgetary funding to support among others EATL activities. The group, consisting of designated National Focal Points from 26 countries and experts from international organizations and bodies concerned met 2 times in 2009 (in Geneva, September, and Istanbul November 2009) and is implementing a well elaborated and focused programme aimed at the coordination and monitoring of the Euro-Asian Transport Links.

71. Concerning the **strengthening of the TIR Convention**, following the audit by the United Nations Office of Internal Oversight Services (OIOS) of the UNECE-International Road Transport Union (IRU) agreement, UNECE has expeditiously undertaken every effort to implement all OIOS recommendations. The TIR Convention has been strengthened by amendments (adopted in February 2008 and coming into force on 1 January 2009) which will provide more financial transparency on the functioning of the TIR system. Detailed provisions concerning external audit of the IRU accounts kept for the financing of the operation of the TIR Executive Board (TIRExB) and the TIR secretariat have been incorporated in the UNECE-IRU Agreement and are being implemented. Another extensive package of amendment proposals has been finalized and submitted for approval to the TIR Administrative Committee with a view to clearly defining the responsibilities of major players in the TIR system (Customs, operators and guarantors). UNECE has commissioned a study which will provide a strategic review of the TIR system, including an analysis of the strengths, weaknesses, opportunities and threats (SWOT), and will promote the marketing of the TIR system and the development of the eTIR project that is aimed at the computerization of the TIR procedure. To harmonize the application of the TIR procedure at national level and support the

training of Customs personnel, a set of examples of best practices has been prepared, including step by step instructions on how to fill-in and use the TIR carnet.

V. INTERSECTORAL ACTIVITIES WITHIN UNECE

72. In addition to well-established intersectoral cooperation between ITC and other UNECE Sectoral Committees such as the **Committee on Trade, the Committee on Environmental Policy and the Committee on Sustainable Energy**, cooperation with other committees has also been strengthened. Several new cross-sectoral initiatives will be embarked upon in 2010 while those already existing will be strengthened. Among others, initiatives with the Environment, Housing and Land Management Division and the WHO-Europe in the framework of the PEP; with the UNECE Trade and Timber Division to leverage the cooperative results achieved so far in trade and transport facilitation; with the Sustainable Energy Division to improve energy efficiency in transport and to be more responsive to global warming concerns; and with the Statistics Division to further improve the collection and delivery of transport statistics.

73. ITC and the **Conference of European Statisticians** have cooperated by jointly reviewing transport statistics in order to increase the value for users and to ensure the delivery user-oriented transport statistics. The review has begun to assess the user needs, the quality and coverage, the availability of metadata (documentation) and the extent to which transport statistics comply with the principles governing international statistical activities. So far, tangible results have been produced, including the use for transport statistics tools developed by the Statistical Division for data work, i.e. structured query language (SQL) database and the dedicated software called "PC-AXIS" serving as a dissemination platform.

74. Activities of the Group of Experts on Euro-Asian Transport Links and Hinterland Connections of Seaports are conducive to the implementation of the **Millennium Development Goals** (MDGs) while assessing specific development problems in landlocked developing countries in the UNECE region (and neighbouring Afghanistan and Mongolia in case of the EATL project) and developing policy-relevant conclusions. Furthermore, the joint UNECE-OSCE project aiming to develop a handbook of best border-crossing practices will also provide an important development tool for landlocked developing countries, helping them to reach MDGs faster. The activities to address road safety issues, including the UNDA project on injury reduction targets, have direct connection with MDGs.

75. The UNECE Transport Division teamed up with the UNECE Population Unit, with support from the International Transport Forum (ITF) and the Government of Austria, to organize in Geneva in November 2009 an international workshop on the **accessibility of heavy rail transport for people with mobility handicaps**. Workshop speakers included experts from the UNECE, ITF, rail industry and NGOs representing interests of persons with reduced mobility.

76. The UNECE Transport Division started to collaborate with the UNECE Economic Cooperation and Integration Division in the assessment of **PPP financing of transport infrastructure projects**, in particular in the area of rail transport.

VI. SYSTEMATIC REVIEW OF TECHNICAL CO-OPERATION ACTIVITIES

81. The activities of ITC have helped to **strengthen the capacity of countries with economies in transition** to implement UNECE legal instruments on transport, facilitate international transport in the UNECE region and promote intercountry cooperation towards the development of pan-European transport networks and Euro-Asian transport links. It contributed, inter alia, through active participation and submission of papers, to a number of international activities and forums, towards the development of European Transport infrastructure, as well as of Euro-Asian Transport Links and the accession to and implementation of UNECE legal instruments in transport.

82. Technical cooperation activities have been promoted also through assistance offered to **TEM and TER Projects** work, which in 2009 focused on monitoring the implementation of their Master Plan, including its Revision that started in June 2008 and is expected to be completed in 2010.

83. ITC continued supporting the **United Nations Special Programme for the Economies of Central Asia (SPECA) Transport Infrastructure and Border Crossing Facilitation Working Group (PWG-TBC)**, established in 1998 within the framework of the SPECA Tashkent Declaration. At its 14th session held in Almaty, 17-18 March 2009, the SPECA PWG-TBC project discussed transport infrastructure and facilitation issues in relation to the implementation of the Almaty Programme of Action. These included country reports on transit transport, regional and interregional transport activities, bilateral consultations on border crossing facilitation and implementation of guidelines to improve efficiency of SPECA PWG – TBC.

VII. COOPERATION WITH OTHER ORGANIZATIONS

84. With the objective to increase the impact of its work, the Transport Division continues to collaborate with all relevant transport organizations in Europe and beyond.

85. Cooperation with the **European Commission** is continuing and further strengthened in a variety of transport issues dealt with by ITC. UNECE provides the European Union (EU) with a suitable forum to consult with non-EU countries. The need for such a consultation is particularly evident when EU legislation has an extra-territorial impact or an extra-territorial application (and for international inland transport that is frequently the case). Conversely, when EU carries out consultations with major stakeholders - particularly in the process of preparing new legislation – UNECE may reflect on the implications beyond EU. Moreover, as a result of EU participation in the elaboration of UNECE vehicle regulations, EU has initiated migration of the EU vehicle regulatory framework to UNECE vehicle regulations. EU is already applying more than 100 vehicle Regulations set up by the UNECE World Forum. During its June 2008 session, the World Forum noted the intention of the European Community to simplify its regulatory and legislative system, aiming at promoting a wider harmonization of vehicle regulations and replacing 50 EU Directives on vehicles by the corresponding UNECE Regulations, if possible. The same applies for inland transport of dangerous goods, where the EU legislation requires member States to apply the requirements of the international legal instruments applicable to international transport (ADR, RID and ADN) to domestic and intra-community traffic. Other areas of UNECE-EU co-operation include: the development of pan-European transport corridors, the introduction of a digital tachograph into the AETR Agreement and transport statistics.

86. **Cooperation among the United Nations regional commissions** is particularly strong in the field of road safety. A cooperation road map was discussed first at the regional commissions' retreat in Turin, in August 2008, and was finalized and agreed in November 2008, during a regional commissions' coordination meeting that took place on the occasion of the joint WP.1 and UNRSC meeting. Through common efforts the regional commissions successfully contributed in the finalization of the new terms of the reference of UNRSC led by WHO. Moreover, the regional commissions jointly elaborated and submitted the first draft of the declaration to be endorsed at the First Global (ministerial) Conference to be held in Moscow, in November 2009. Partnership with other United Nations regional commissions is continuing, and is expected to extend to the already mentioned UNDA project on Global Warming and Transport. UNECE - UNESCAP collaboration is continuing on the Euro-Asian Transport Links project and transport facilitation.

87. In intermodal transport and logistics, rail transport, statistics and road safety UNECE has cooperated with the **International Transport Forum (ITF)** - previously called European Conference of Ministers of Transport (ECMT) - under relevant ECMT working groups. As these working groups were discontinued, UNECE was given an opportunity to play a role in carrying on the work by providing the only intergovernmental forum for 56 countries to exchange information and best practices in these areas and by serving as a technical forum to develop common positions on issues of interest to transport ministers. Conversely, as a political forum, ITF, will help in promoting the implementation of UNECE legal instruments. In this context, UNECE continued to provide input to the annual ITF Ministerial Forum. In May 2008, UNECE contributed to the first ITF Forum, ministerial session, entitled the challenge of climate change. Close cooperation was established in preparing for the 2009 ITF Forum on globalization and transport. To this end, a joint ITF-UNECE-World Bank conference on border crossing issues took place, in Paris, in March 2009. UNECE provided substantial contribution to the **Annual meeting of the International Transport Forum** (Leipzig, May 2009). This high-level event was organized under the theme "Transport for a Global Economy: Challenges & Opportunities in the Downturn" and brought together more than 800 delegates from around the world, including 52 transport ministers and top business, to discuss the impact of the economic crisis on transport and the sector's role in recovery. UNECE highlighted the crucial role of trade and transport facilitation for economic development and stressed the importance of the global application of the key UN Conventions facilitating transport. UNECE participation in policy discussion panels and the information stand attracted considerable attention and raised the visibility of the work of the Inland Transport Committee and its subsidiary bodies. The 2010 ITF Forum will be about innovation and new technologies on transport. Therefore, the focus of future cooperation with ITF will be UNECE work on ITS.

88. Cooperation with the **Black Sea Economic Cooperation Organization (BSEC)** is promoted in accordance with the cooperative agreement between UNECE-BSEC, signed in 2001. UNECE has assisted in the process of harmonization of national transport legislation of BSEC member States. Furthermore, UNECE contributed to the coordinated development of transport infrastructure in the BSEC region through the elaboration of the TEM and TER Master Plan, as well as through the development of Euro-Asian transport links, including through the BSEC region. Two events have been jointly organized by UNECE and BSEC. The first, a Workshop on the Implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, held in Geneva, in June 2009, aimed at strengthening capacity of government officials responsible for customs, transport and trade

policies to ensure a more effective implementation of the Harmonization Convention. The second, together with an interregional EATL workshop, was organized in Istanbul, in November 2009, in partnership with the the Black Sea Economic Co-operation Organization and the Ministry of Transport of the Republic of Turkey. .

89. Cooperation is also being promoted with **Economic Co-operation Organization (ECO)** in the framework of which a regional EATL workshop was organized in Tehran in partnership between the two organizations. A new partnership agreement is being prepared aimed at strengthening UNECE-ECO cooperation in the field of transport.

90. Cooperation with WHO continued on road safety and THE PEP. United Nations Environment Programme (UNEP) and IPIECA support the activities of the World Forum on fuel quality and actively participate in the development of recommendations or standards on market fuel quality. In December 2008, a MoU on strengthened cooperation in the field of transport between UNECE and EU funded project, Transport Corridor Europe Caucasus Asia (TRACECA), was signed in Baku. In rail, inland waterway and transport of dangerous goods, ITC also cooperates closely with regional or international organizations, notably OTIF, Organization for Cooperation of Railways (OSJD), Central Commission for Navigation on the Rhine (CCNR), Danube Commission, International Maritime Organization (IMO), International Civil Aviation Organization (ICAO) and International Atomic Energy Agency (IAEA). Cooperation is also continued with a number of other organizations, including Organization for Economic Cooperation and Development (OECD), World Bank, International Labour Organization (ILO) and United Nations Institute for Training and Research (UNITAR).

91. Cooperation with the **Organization for Security and Cooperation in Europe (OSCE)** is undertaken in accordance with the memorandum of understanding between UNECE-OSCE, signed in 2004. OSCE-UNECE cooperation continues in the area of transport facilitation and capacity building, as well as through the reviews of the implementation of OSCE transport commitments, promotion of more effective implementation of the “Harmonization Convention”. Transport is a priority for the Kazakh 2010 OSCE Chairmanship in the Economic and Environmental Dimension.

VIII. COOPERATION WITH PRIVATE SECTOR AND NON GOVERNMENTAL ORGANIZATIONS

92. ITC and the secretariat are vigorously continuing efforts to engage the **private sector and NGOs** not only in technical work, but are also exploring possibilities for obtaining additional financing for new programme activities.

93. One of the most successful examples of ITC cooperation with the private sector is its cooperation with the IRU as the effective implementation of the TIR Convention hinges upon public-private co-operation. In particular, Contracting Parties to the TIR Convention periodically authorize IRU to organize and manage an international guarantee system, which is one of the crucial elements of the TIR procedure.

94. Another most recent example is the financial support offered by the Greek Chambers of Commerce and Industry through hosting and sponsoring a UNECE Conference on Road Traffic safety in South-Eastern Europe held in Halkida, Piraeus in June 2009.

IX. GENDER MAINSTREAMING

95. The Executive Committee requested all Sectoral Committees to set up a mechanism to ensure that gender is effectively mainstreamed into relevant areas of the Programme of Work and to include gender mainstreaming into the annual report to the Executive Committee.

96. In February 2009, the Committee endorsed two documents prepared by the secretariat (ECE/TRANS/2009/6, ECE/TRANS/2009/7 and ECE/TRANS/2009/8) which contained valuable information for the future work on gender mainstreaming and suggested to its subsidiary bodies, within their areas of competences and where appropriate, to consider and ensure that gender is effectively mainstreamed into relevant areas of their programme of work.

97. Following this request by the Committee, the Working Party on the Transport of Dangerous Goods (WP.15) considered the documents on gender issues in transport and felt that provisions applicable to the transport of dangerous goods concerned all actors equally, irrespective of gender, and that their application did not present any particular difficulties for one specific gender. Nevertheless, the Working Party decided that it would continue to monitor the development of new factors that could contribute within the framework of its activities to improving gender equality.

98. The gender mainstreaming documents were distributed to participants at the 22nd session of the Working Party on Transport Trends and Economics in September 2009, as recommended by the Committee. The Working Party decided to revert to this question and consider gender mainstreaming issues within the area of its work in one of the future sessions.

99. The Working Party on Customs Questions affecting Transport also took note of documents concerning gender issues in transport. The Working Party highlighted the importance of gender mainstreaming and welcomed numerous international and national initiatives aimed at promoting gender equality and integrating gender considerations in transport. In terms of its own activities, the Working Party felt that Customs issues as such do not contain a particular gender component.

100. The documents on gender issues in transport will be distributed to participants at the 63rd session of the Working Party on Rail Transport in November 2009. The issue will be addressed to some extent during the November Workshop on passenger accessibility of rail systems (organized by the Working Party in cooperation with the UNECE population unit and International Transport Forum) because the large majority of beneficiaries of improved accessibility would be (older) women. It is possible that following the workshop, the Working Party will adopt some recommendations or a resolution pertaining to passenger accessibility of rail transport.

X. FOLLOW-UP OF THE SIXTY-THIRD SESSION OF THE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

101. At its 4 May 2009 meeting, the Executive Committee (EXCOM) agreed to invite the Sectoral Committees to consider the outcome of the Commission session, held on 30 March-1 April 2009, in Geneva, with a view to seeing how the ideas and suggestions as contained in the annex of the report of the Commission could be taken on board (E/ECE/1453). The outcome of

the discussions of the Sectoral Committees should then be submitted by the Chairpersons of these Committees at their respective meetings with the EXCOM.

102. Transport-related issues contained in Annex 1 of the Commission's report (E/ECE/1453 paragraphs 2-4; 7-10; and 32-33), are as follows: Both road and rail transport networks are often less than adequate. East-west integration remained inadequate in the following areas listed below and for which the ECE should be encouraged to deal with: Border crossing procedures; inadequate road and rail transport networks; innovative projects for transport corridors; transit facilitation, introduction of modern transport technologies, assistance to member States in coordination of their national transport and infrastructure-development policies, acceleration of setting of priorities for transport links, harmonised standards for Intelligent Transport Systems; improvement in safety of and security in transport; strengthening and improvement in Euro-Asian transport links; and development of harmonised regulations for environmentally friendly and energy efficient vehicles.

103. In view of the request by the EXCOM, the above highlighted issues are addressed under the Committees Subsidiary Bodies and projects as follows:

- a. Border crossing procedures and transit facilitation (WP.30, SC.1);
- b. Inadequate road and rail transport networks and innovative projects for transport corridors (SC.1, SC.2, TEM and TER Projects);
- c. Introduction of modern transport technologies (WP.29)
- d. Assistance to member States in coordination of their national transport and infrastructure-development policies (SC.1, SC.2, WP.5, WP.6, EATL, TEM and TER Projects);
- e. Acceleration of setting of priorities for transport links (EATL, TEM and TER Projects, WP.24, WP.30);
- f. Harmonised standards for Intelligent Transport Systems (WP.29, WP.1);
- g. Improvement in safety of and security in transport (WP.1, WP.29 and the Group of Experts on Inland Transport Security);
- j. Strengthening and improvement in Euro-Asian transport links (EATL);
- k. Development of harmonised regulations for environmentally friendly and energy efficient vehicles (WP.29)

104. Noting that all above issues are well addressed under the current work programmes and activities of the ITC Subsidiary Bodies, the Committee is of the view that there is no need for any change, for the time being.

105. Moreover noting that driver's behaviour in optimizing fuel use and ensuring safer traffic on roads is of utmost importance, the Committee felt that training on behavioural aspects focused on Eco driving and safer driving may be considered for inclusion into the work programme of its specialized Subsidiary Bodies.
