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Report of the Inland Transport Committee on its seventy-sixth session

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I. Chair

1. The Inland Transport Committee (Committee) held its seventy-sixth session from 25 to 27 February 2014, with Mr. Jerzy Kleniewski (Poland) as Chair.

II. Attendance

2. Representatives of the following countries participated: Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Cyprus, Czech Republic, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Malta, Monaco, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, and Uzbekistan.
3. Representatives of the following countries also attended under Article 11 of the Terms of Reference of the UNECE: Iran (Islamic Republic of), Jordan, Mongolia and Pakistan.
4. The European Union (EU) was represented.
5. Representatives of the following United Nations departments and specialized agencies attended the meeting: International Labour Office (ILO) and International Telecommunication Union (ITU). The UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects were also represented.
6. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Central European Initiative (CEI), Centre for Transportation Studies for the Western Mediterranean (CETMO), Danube Commission (DC), Eurasian Economic Commission (EEC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF) and Organization for Co-operation between Railways (OSJD).
7. The following non-governmental organizations were represented: European Intermodal Association (EIA), Federation Internationale de l'Automobile (FIA), International Center for Alcohol Policies (ICAP), International Motorcycle Manufacturers Association (IMMA), International Road Federation (IRF), International Federation of Freight Forwarders Associations (FIATA), International Rail Transport Committee (CIT), International Road Transport Union (IRU), International Transport Workers' Federation (ITF) and International Union of Railways (UIC).
8. Representatives of the following bodies attended the session at the invitation of the secretariat: Association of Macedonian Enterprises for Road International Transport (AMERIT), Confédération pour l'Habitation, l'Urbanisme, l'Aménagement du Territoire et l'Environnement (COFHUAT), Direction générale des transports - République et Canton de Genève, Eindhoven University of Technology, Ecole Polytechnique Fédérale de Lausanne (EPFL), European Association of Automotive Suppliers – CLEPA, Foreign Trade Chamber of Bosnia and Herzegovina, Freight Forwarders Association “Ukrzovnishtrans”, Google, Inc., Hellenic Chambers Transport Associations, HUNGRAIL Hungarian Rail Association, International Association "Coordinating Council on Transsiberian Transport" (CCTT), International East West Transport Corridor Association (EWTCA), Intelligent Transport Systems (ITS) Ireland, Swedish Accident Investigation Authority.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/239 and Add.1

9. The Committee adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/239 and Add.1).

IV. “Innovations for sustainable inland transport and mobility” (agenda item 2)

Documentation: ECE/TRANS/2014/1

10. The Committee **endorsed** the outcome of the policy-oriented segment on “Innovations for sustainable inland transport and mobility” and **agreed** that a short report, in the form of Chair’s conclusions, be annexed to the full report of the session; and **requested** its subsidiary bodies to take on board its outcomes (Annex I).

V. Strategic questions of a horizontal policy nature (agenda item 3)

A. UNECE analytical work on Transport: A review for the year 2013

Documentation: ECE/TRANS/2014/2, Informal document No. 1 (UNECE publication), ECE/TRANS/WP.5/54

11. Mr. Björn Oriwohl (Germany), Chair of the Working Party on Transport Trends and Economics (WP.5), informed the Committee about the main achievements of WP.5 in 2013. The Committee **recalled** that WP.5 has the role of a think tank which leads policy discussions on subjects of a horizontal nature and that are relevant for the member States and the other subsidiary bodies of the Committee. The Committee **also noted** the importance of the publication on “Sustainable Urban Transport and Mobility in the ECE region” (ECE/TRANS/2014/2 and Informal document No. 1). The Committee **welcomed** the results of the sustainable urban transport and mobility review; **thanked** the secretariat for this analysis and **urged** the secretariat to finalize and print the final report as soon as possible. The Committee **encouraged** governments and municipalities to support further research on urban transport and mobility provided by UNECE, and **suggested** that this topic be addressed in the agenda of WP.5.

12. The 2014 theme, as endorsed at the September session of WP.5, will be on “Financing Transport Infrastructure and innovative solutions” as a follow up to the 2013 ITC session and to the joint WP.5, EATL, TEM & TER¹ workshop that took place in September 2013 (ECE/TRANS/WP.5/54). The Committee **took note** of the results of the workshop “Financing Transport Infrastructure”, where representatives from Austria, Azerbaijan, Cyprus, Germany, Kyrgyzstan, Lithuania, Poland, Romania, Russian Federation, Serbia, Turkey, Ukraine, Uzbekistan and the secretariat of the Economic Cooperation Organization presented their high priority investment projects, illustrated their different financing methodologies, as well as the challenges in securing funding.

¹ Euro-Asian Transport Links (EATL), Trans-European Motorway (TEM) and Trans-European Railway (TER) projects.

13. The Committee **took note** of the results of the workshop held on Ports and Hinterland connections, at which the South East Transport Axis project (SETA) was presented by representatives of the regional government of Burgenland (Austria), the ports of Rijeka (Croatia), Koper (Slovenia) and Monfalcone (Italy), the Hungaro-Austrian railways company Raaberbahn (GySEV), and the Central European Initiative. The project “Accessibility Improved at Border Crossings for the Integration of South-East Europe” (ACROSSEE) was given as an example for improving ports hinterland connections.

14. The Committee **expressed** its support for the work of WP.5 as the analytical body and think tank of the Division, **thanked** the secretariat for its efforts, **approved** its request to extend its annual session from two to three days and **provided guidance** on the future direction of analytical work in the field of transport.

B. Climate change and transport

1. ITC follow-up to Rio+20

Documentation: ECE/TRANS/2014/3

15. The Committee **took note** of the follow-up activities to the United Nations Conference on Sustainable Development, held in Rio de Janeiro (Brazil) from 13 to 22 June 2012, also known as “Rio+20” as well as of other activities acknowledging the central and essential role of transport towards sustainable development. Of particular interest were the ongoing global negotiations on formulating the post-2015 framework that is expected to take the form of Sustainable Development Goals (SDGs). The Committee was **informed** about the main developments and stages in the formulation of that framework and was **presented** with an analysis of the importance of sustainable transport within the SDG framework. The Committee **expressed its support** for due consideration of the issue of sustainable transport that is environmentally sound, affordable and safe in the upcoming negotiations in New York on the future Sustainable Development Goals.

2. Mitigation of environmentally harmful effects of inland transport

Documentation: ECE/TRANS/2014/4, Informal document No. 2, ECE/TRANS/2014/5

16. The Committee **took note** of the UNECE study on air pollutant emissions from diesel engines and measures that could contribute to their reduction (ECE/TRANS/2014/4, Informal document No. 2). The Committee **thanked** the secretariat for this analysis that offers a balanced view of the ongoing debate about the harmful effect of diesel engine exhaust emissions on human health and the environment by providing information about diesel emissions of different economic sectors and **made recommendations** on how to further disseminate this information and achieve this objective. The Committee **noted** that at the UNECE level many policies in the various modes of transport were developed and successfully implemented to mitigate pollution from diesel engines, for example by introducing the Euro VI standard and alternative fuels, and incentives lowering the cost of owning and using environmentally friendly vehicles. The Committee **agreed** to extend a period of three weeks for comments and suggestions by member States on the original version of the study.

17. The Committee **welcomed** the completion of the For Future Inland Transport Systems (ForFITS) global project, funded by the United Nations Development Account, and being implemented together with all other United Nations regional commissions (ECE/TRANS/2014/5). The objective of the project had been to develop a monitoring and assessment tool for CO₂ emissions in inland transport including a transport policy converter to facilitate climate change mitigation, to run pilots on the use of the model and to establish the capacity at country level for its use.

18. The Committee, in particular, **was informed** about the project results and specifically about the application of the ForFITS model in the pilot countries (Chile, Ethiopia, Montenegro, Thailand and Tunisia), the available support materials such as the internet-based user manual, as well as about the capacity-building workshops and training activities for policymakers and technical experts.

19. The Committee **considered** the future use of the ForFITS tool, the role of the Committee members and UNECE in its promotion. Furthermore, in light of the results of this global project, its timeliness and relevance for sustainable development, the Committee, **was of the opinion** that it should be presented to the General Assembly and **asked** for a volunteer government to take the lead and sponsor such a report.

3. Impacts of climate change on international transport networks and adaptation requirements

Documentation: ECE/TRANS/2014/6 (UNECE publication), Informal document No. 3

20. The Committee **welcomed the outcome** of activities undertaken by the Group of Experts on climate change impacts and adaptation to international transport networks and its final report – publication (ECE/TRANS/2014/6). The Committee **noted** that the Group of Experts completed its work in 2013 and submitted a full report of its accomplishments. This report included policy-oriented recommendations to improve the long-term sustainability of transport infrastructure with an emphasis on international connections. It also included best practices of different national policies which address the issues of transport network resilience against climate change impacts. The Committee **endorsed** the main recommendations of the report according to which effective climate change adaptation strategies should be based on a clear understanding and systematic mapping of the vulnerabilities of the transport sector to climate change and the capacity required to adapt to changes.

21. The Committee **was also informed** that following the approval of the establishment of the Expert Group by EXCOM in May 2011, the Group met in September and November of 2011; in April, October and December of 2012; and in March of 2013 where its objectives were considered accomplished. The meetings were attended by twenty two governments, intergovernmental and non-governmental organizations, such as the European Union, World Meteorological Organization, Eurasian Economic Community, International Union of Railways, International Road Federation, International Road Transport Union and academia.

22. The Committee **noted** that the final report of the Group would be issued as a UNECE publication to raise awareness on the importance of climate change adaptation and, to that effect, **urged** the secretariat to complete printing of the final report as soon as possible. It also provides a set of best and good practices for adaptation measures.

23. The Committee **invited** UNECE to strengthen cooperation with, in particular, the United Nations Framework Convention on Climate Change (UNFCCC) and the Global Framework for Climate Services (GFCS) of the World Meteorological Organization.

24. The Committee **requested** WP.5 to consider extending the mandate of the Group of Experts and the directions of further work, to review the TOR for the extension of the Group's mandate and submit these, at the next session of the Committee, for approval (Informal document No. 3).

C. Transport, Health and Environment Pan-European Programme and environmental aspects of transport

Documentation: ECE/AC.21/SC/2013/6

25. The Committee **was informed** about the results of THE PEP Steering Committee at its eleventh session (27–28 November 2013), and **welcomed** the organization of the fourth High-level Meeting on Transport, Health and Environment (4HLM), hosted by the Government of France (14 to 16 April 2014, Paris). The Committee **was also informed** about the draft outcome document of the 4HLM, the so-called Paris Declaration that will define THE PEP vision until 2020 including priority goals for action, identify mechanisms to fulfil THE PEP vision, ascertain THE PEP institutional framework and describe procedures for sharing responsibilities as well as financial and in-kind support for THE PEP. The Committee **expressed** its expectations with regard to the outcome of the 4HLM and the future activities of THE PEP.

D. Intelligent transport systems

Documentation: ECE/TRANS/2014/7

26. The Committee was **informed** about the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session (ECE/TRANS/2014/7). The Committee **took note** that the World Forum for Harmonization of Vehicle Regulations (WP.29) continued to prescribe performance based requirements for intelligent vehicle systems and to incorporate them into the UN Regulations annexed to the 1958 Agreement and in the UN Global Technical Regulations (UN GRTs) developed in the framework of the 1998 Agreement. The World Forum and the Working Party on Road Traffic Safety (WP.1) have jointly considered different proposals on the consistency between the provisions of the 1968 Vienna Conventions and the provisions of vehicle Regulations adopted in the framework of the 1958 and 1998 Agreements, such as alignment of the lighting requirements and Advanced Driver Assistance Systems. The concerns about the potential legal inconsistencies evoked by the provision in the Convention on Road Traffic that “the driver must be in control of the vehicle” are expected to be addressed in the proposed modifications of the different road safety conventions based on the outcome of discussions on the liability issues in the framework of WP.1. With technological progress, road vehicles have become increasingly automated with an ultimate potential development being autonomous vehicles. The World Forum initiated consideration on automated vehicles in the framework of the 1958 and 1998 Agreements on the construction of vehicles. The Working Party on the Transport of Dangerous Goods (WP.15) aims to improve the speed and efficiency of emergency responses involving dangerous goods in transport.

27. The Committee was also **informed** about the round table on "Intelligent transport systems in emerging markets – drivers for safe and sustainable growth" focusing specifically on distracted driving that was jointly organized with the International Telecommunication Union (ITU) in June 2013. The Committee **welcomed** the planned participation of UNECE in the symposium on “The Future Networked Car” organized by ITU during the Geneva motor show. The Committee was also **informed** about the next annual flagship round table on road safety to be organized jointly with Belgium in 2014 and will be dedicated to safety enhancements through ITS.

28. The Committee **expressed its support** for the initiatives aimed at raising awareness and transfer of knowledge, including on institutional and policy adjustments that are

necessary to enable policymakers to better promote the development and application of ITS solutions and policies for improved mobility around the world.

E. Assistance to countries with economies in transition

Documentation: ECE/TRANS/2014/8, ECE/TRANS/2014/9

29. The Committee **took note** of the activities in the field of technical assistance and capacity-building and **supported** the strategy developed for the coming years, including the Special Programme of Economies of Central Asia (SPECA) Project Working Group on Transport and Border Crossings (PWG-TBC) serviced jointly with UNESCAP.

30. The Committee **welcomed** the progress in implementing the UNDA-funded project on customs-to-customs electronic document exchange (ECE/TRANS/2014/8).

31. The Committee **welcomed** the information provided by the expert of the EU funded EuroMed Road, Rail and Urban Transport (EuroMed RRU) project on the outcome of the close cooperation of EuroMed RRU project, UNECE Transport Division and IRU in providing technical assistance and promoting accession and implementation of the main UN road transport Agreements and Conventions administered by ITC in EuroMed Partner countries. The Committee **noted** that in this regard several training events and study tours had been organised and others were planned with the contribution of UNECE and IRU experts.

F. Preparatory activities for a comprehensive 10-year review of the Almaty Programme of Action

Documentation: ECE/TRANS/2014/10

32. The Committee **took note** of the preparatory activities undertaken by the secretariat for the 10-year comprehensive review of the Almaty Programme of Action that addresses the special needs of landlocked developing countries to be held in 2014 and **considered** which recommendations it would wish to convey (ECE/TRANS/2014/10). The Committee **reiterated its support** for the implementation of the Almaty Program of Action, particularly in advocating accession to and implementation of the transport and border crossing facilitation legal instruments by landlocked countries and their neighbouring countries.

33. Mr. Oraz Hurtyyev, Deputy Minister of Road Transport of Turkmenistan, presented new opportunities for cooperation between UNECE and Turkmenistan and outlined the main aspects of the Conference on the role of transport and transit corridors (September 2014, Ashgabat).

G. Inland transport security

34. The Committee **was informed** about the latest inland transport security activities, which focused on road and rail transport in 2013. Specifically, the February 2013 session of the Inland Transport Security Discussion Forum focused on secure parking areas for truck and commercial vehicles. The secretariat **informed** the Committee about the "Rail Security Workshop" that took place on 23 October 2013 during the sixty-seventh session of the Working Party on Rail Transport (SC.2) in Geneva where government officials, rail and international organization representatives discussed activities and initiatives in the field of rail security and also discussed the current security challenges and threats in the rail sector.

H. Status of accession to international UNECE transport agreements and conventions

Documentation: Informal document No. 4

35. The Committee **considered** Informal document No. 4, prepared by the secretariat, on the status of signatures, ratifications and accessions to the international legal instruments on inland transport concluded under the auspices of the Committee as of 31 December 2013. Informal document No. 4 also contained the accessions registered since the last session of the Committee. The Committee **took note** that seven new Contracting Parties acceding to six legal instruments in 2013 and **invited** countries, which had not yet done so, to accede to the UN conventions and other legal instruments administered by UNECE. The Committee **requested** that the secretariat organize a Treaty Day in cooperation with the UN Office of Legal Affairs, Treaty Section in order to promote accession to and more effective implementation of the UN road safety conventions. The Committee also **requested** its subsidiary bodies to analyse the relevance of older Conventions that are still not in force.

36. Ms. Lina Shbeeb, Minister of Transport of Jordan, invited the Committee to consider the advantages of opening some European agreements on international road transport to non-UNECE countries. The Committee **invited** Contracting Parties to consider amending the accession eligibility criteria of concerned international legal instruments to make it possible for all United Nations Member States to take advantage of UNECE-administered transport conventions and agreements. In particular with regard to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR Agreement), the Committee **expressed its satisfaction** that the Russian Federation, Turkey, Ukraine, and the European Union had expressed their support for amending AETR article 14 to make it possible for non-UNECE member States to accede. Subsequently, the Committee **encouraged** all those who are involved in the AETR Group of Experts to reach consensus on amending article 22bis as soon as possible.

37. The Committee also **noted with satisfaction** that in June 2013, Denmark had acceded to the Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR), thus bringing the number of Contracting Parties to eight and **expressed its hope** that more countries would decide to ratify the e-CMR protocol. To that effect, it **requested** its relevant subsidiary bodies, in particular the Working Party on Intermodal Transport and Logistics (WP.24), to draw on the discussions on transport and border crossing issues related to the origin of goods that took place in 2013 under the Working Party on Road Transport (SC.1); it was agreed to exchange information on digital systems to make better use of the existing expertise and legal instruments so as to lead to improvements, strengthen their coherence and reduce the administrative burden.

VI. Strategic questions of a sectoral nature (agenda item 4)

A. Project related activities

1. Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

Documentation: Informal document No. 5

38. The Committee **expressed its satisfaction** on the appointment of Mr. Andrzej Maciejewski (Poland) as the new Trans-European Motorway (TEM) project manager, Mr. Gennady Bessonov (Russian Federation) as the new Trans-European Railway (TER) project manager and Mr. Andreas Zimmer (Austria) as the new TER deputy manager and

reiterated its support of the activities carried out in the TEM and TER projects. The Committee **provided its support** on the future directions of work.

2. Euro-Asian Transport Links (EATL) Project

Documentation: ECE/TRANS/2014/11

39. The Committee **welcomed** the continued activities in the field of the Euro-Asian Transport Links (EATL) Project, including the workshop organized by UNECE on Infrastructure Financing on 10 September 2013 in Geneva during the twenty-sixth session of WP.5. Information was also given concerning the ongoing discussions about the funding of the project activities. The Committee **gave its support** to the EATL Work Plan, **encouraged** Governments to participate more actively in the activities of the EATL Group of Experts, and **invited** Governments and other donors to contribute to the EATL budget preferably on a project basis. The Committee **took note** that the Russian Federation attached high importance to the project "Construction of a railway line gauge 1,520 mm from Kosice to Bratislava and Vienna" and **called** upon its member States to pay due attention to it within the framework of the EATL project.

B. Harmonization of vehicle regulations

Documentation: ECE/TRANS/WP.29/2013/1/Rev.2, Informal document No. 6, ECE/TRANS/2014/12, ECE/TRANS/WP.29/2014/26

40. The Committee **was informed** about the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement. The Committee **was also informed** about the activities of the World Forum and its Working Parties as reflected in its programme of work (ECE/TRANS/WP.29/2013/1/Rev.2). The Committee **noted** that around 40 informal groups worked during 2013 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 132 existing UN Regulations annexed to the 1958 Agreement, 14 UN Global Technical Regulations associated to the 1998 Agreement and 2 UN Rules annexed to the 1997 Agreement (Informal document No. 6).

41. The Committee **noted** that the World Forum met from 12 to 15 March 2013 (see report ECE/TRANS/WP.29/1102), from 25 to 28 June 2013 (see report ECE/TRANS/WP.29/1104 and Add.1), and from 12 to 15 November 2013 (see report ECE/TRANS/WP.29/1106).

42. The Committee **noted** that the number of Contracting Parties to the 1958 Agreement remained 51, to the 1998 Agreement 33, and to the 1997 Agreement 12.

43. The Committee **noted** that WP.29 approved the establishment of Mutual Resolution No. 1 (M.R.1) of the 1958 and the 1998 Agreements concerning the description, technical specifications and drawings of test tools and devices necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in UN Regulations and UN Global Technical Regulations (see ECE/TRANS/WP.29/1101).

44. The Committee **also noted** that the UN Regulations on Lane Departure Warning Systems (LDWS), Advanced Emergency Braking Systems (AEBS) and Enhanced Child Restraint Systems (ECRS) entered into force on 9 July 2013. It **noted further** that, in November 2013, the World Forum adopted new UN Regulations on retrofit emission

control devices and on the recyclability of vehicles, as well as an amendment to UN Regulation No. 110 to include new provisions for vehicles using liquid natural gas in their propulsion system. These two new UN Regulations annexed to the 1958 Agreement were expected to enter into force by mid-2014. Once in force, the 1958 Agreement will have 134 UN Regulations annexed to it.

45. The Committee **noted** that the Executive Committee of the 1998 Agreement established in the Global Register developed under the 1998 Agreement a new Global Technical Regulation (GTR) on hydrogen and fuel-cells on 27 June 2013 and that a new GTR on pole side impact was in development within the framework of the 1958 and 1998 Agreements, raising the number of UN GTRs to 14.

46. The Committee **noted** that in 2013 the World Forum adopted the design principles for control systems for Advanced Driver Assistance Systems (ADAS). These principles have been published as an annex to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.3. ADAS have been developed to support drivers and enhance road safety. Among ADAS systems introduced in the vehicle regulations developed by the World Forum are warning systems for safety hazards; control systems to improve the ease of control during normal driving and help avoid accidents and/or mitigate the crash severity in critical situations. In some cases, ADAS take control of the vehicle when the driver is not acting correctly to avoid further dangerous situations.

47. The Committee **took note** of the ongoing work of the World Forum on draft Revision 3 to the 1958 Agreement incorporating the concept of the International Whole Vehicle Type Approval (IWVTA) system and increasing the attractiveness of the Agreement for further accessions of emerging economies by allowing the application of previous versions of UN Regulations (ECE/TRANS/2014/12, ECE/TRANS/WP.29/2014/26). In the framework of the IWVTA and the revised 1958 Agreement, a new Database for the Exchange of Type Approval documentation (DETA) is considered essential. The Committee, in principle, **endorsed** the hosting of DETA within the premises of UNECE or UNOG.

C. Road safety

Documentation: ECE/TRANS/2014/13

48. Mrs. Luciana Iorio (Italy), Chair of WP.1, informed the Committee about the main achievements of WP.1 in 2013. The Committee **welcomed** the progress achieved in road safety in 2013 regionally and globally through activities of the Working Party on Road Traffic Safety (WP.1) and the secretariat organizing several events during the second UN Global Road Safety Week took place during 6–12 May 2013. On that occasion, the UNECE secretariat in cooperation with key partners organized several events, including a symposium on regional perspectives on drink driving, an interactive youth and young leaders session “Scouting for Global Road Safety”, a round table on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety. In addition, in Italy, the UNECE secretariat partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the UN Road Safety Week in widely distributed local newspapers and magazines as well as to distribute 230,000 specially commissioned bookmarks at local schools and motorway toll booths (ECE/TRANS/2014/13).

49. The Committee **took note** of the outcome of the inaugural "Europe - Asia Road Safety Forum" and a WP.1 session organized in New Delhi in December 2013 in partnership with the Ministry of Road Transport and Highways of India and Institute of

Road Traffic Education, and in collaboration with the United Nations Economic and Social Commission for Asia and the Pacific.

50. The Committee **welcomed** the establishment and work of two new Groups of Experts, one on Road Signs and Signals and the other on Improving Safety at Level Crossings.

51. The Committee **took note** of information provided by the Russian Federation on its intention to submit a draft UN General Assembly resolution on global road safety, scheduled for consideration at the meeting of the General Assembly on 10 April 2014 and **called** member States to actively support this initiative.

D. Road transport

Documentation: ECE/TRANS/2014/14

52. Mr. Roman Symonenko (Ukraine), Chair of SC.1, informed the Committee about the main achievements of SC.1 in 2013. The Committee **recalled** that at its seventy-fifth session it had requested the Expert Group of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) to speed up efforts to achieve consensus over proposals on how to amend AETR Article 22bis to ensure equitable treatment of all AETR Contracting Parties. The secretariat **informed** the Committee about the progress made with amending the AETR (ECE/TRANS/2014/14).

53. The Committee **was also informed** about progress in implementing the digital tachograph in the ECE region; about the latest developments related to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the Electronic Consignment Note (e-CMR); and about the outcome of an informal expert session in the framework of SC.1 (24 February 2014, Geneva) to discuss the subject of incorporating selected “e-mobility” issues into the AGR Agreement and possibly to start discussions on infrastructure requirements linked to the introduction of Intelligent Transport Services (ITS) (ECE/TRANS/236, para. 60). The secretariat **also informed** the Committee about recent developments related to a proposal by the Government of Switzerland to work on a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus). In particular, the Committee **called** on all interested governments to attend a special SC.1 session on 30 June–1 July 2014 in Geneva to further discuss the draft OmniBus Agreement.

54. The Committee **considered** the progress made by SC.1 and the AETR Group of Experts in 2013 and **encouraged** their national counterparts who are involved in the AETR Group of Experts to reach consensus on article 22bis.

E. Rail transport

Documentation: ECE/TRANS/SC.2/220, ECE/TRANS/2014/15,
ECE/TRANS/SC.2/GEURL/2013/5, ECE/TRANS/SC.2/GEURL/2013/8,
ECE/TRANS/2014/16

55. The secretariat informed the Committee about the main achievements of SC.2 in 2013. The Committee was **informed** about the results of the sixty-seventh session of SC.2 (ECE/TRANS/SC.2/220) and **expressed** its support for the efforts of SC.2 to increase railways competitiveness and efficiency. The Committee **approved** the request of SC.2 to extend its annual session from two to three days. The Committee **noted** the importance of the master plan on high speed trains and the cooperation with TER project and the activities — in cooperation with the Working Party on Customs Questions affecting Transport

(WP.30) — for the development of implementation monitoring mechanisms for Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods (1982).

56. The Committee **was also informed** about the proposal made by the Russian Federation and supported by several other governments and national railways, for the development of a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail. The Russian Federation presented a number of arguments in favour of drafting a new convention in this field, rather than accession to the outdated 1952 Convention. ECE/TRANS/2014/15 outlined and consolidated comments received on this issue. The Committee **welcomed** the setting up of an Informal Group of Experts to facilitate further work in this area; **thanked** the Committee of the Organization for Cooperation between Railways (OSJD) for offering to host the first meeting of the informal group in Poland; also **thanked** the Russian Federation for offering to host the second meeting of the informal group; **requested** that the informal group inform WP.30 and SC.2, who will inform the Committee at its next session on its progress.

57. Mr. Alexey Druzhinin (Russian Federation), Chair of the Group of Experts on Unified Railway Law and the secretariat informed the Committee about the latest developments in the work of the Group of Experts. The Committee **welcomed** efforts made in support of the development of unified railway law, in particular the results of the fifth (4–5 July 2013) and sixth (2–3 December 2013) sessions of the Group of Experts that aimed, in accordance with the Joint Ministerial Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law of 26 February 2013, at preparing a legal framework for rail transport — first to be applied from the Atlantic to the Pacific — with rules similar to those for road, air and maritime transport (ECE/TRANS/2014/16). The Committee **thanked** experts of the Group of Experts and the secretariat for the work done and the developments achieved towards unified railway law and **noted** the considerable work that had been done on the analysis of existing international modal transport conventions (rail, road, air, inland water and maritime transport) and related agreements, in order to identify adequate provisions and procedures for a unified set of transparent and predictable provisions and legal rules applicable to international rail transport operations.

F. Intermodal transport and logistics

Documentation: ECE/TRANS/2014/17; Informal document No. 7, ECE/TRANS/WP.24/133 and Add.1□2

58. Mr. Izzet Isik (Turkey), Chair of WP.24 informed the Committee of the main achievements of WP.24 in 2013. The Committee **was informed** that, following more than 2 years of intensive efforts, WP.24 had approved the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) on 22 October 2013, subject to minor modifications and amendments that were subsequently agreed upon by the IMO/ILO/UNECE Group of Experts on 4–6 November 2013 (ECE/TRANS/2014/17). The text of the new CTU Code, at present in English only, was available in Informal document No. 7.

59. The Committee **underlined** the opinion of WP.24 that the new CTU Code, replacing the 1997 Guidelines, would enhance the safety of workers and the general public during handling and transportation of containers at sea and on land. The Committee **expressed the hope** that the CTU Code would soon be extensively used and referred to by Governments, the transport industry and other stakeholders in international container transport and might become an important element in transport and cargo insurance contracts. The Committee **endorsed** the new non-mandatory CTU Code and **requested** its wide dissemination and application, including translation into the official UNECE languages and the setting-up of a

specific website under www.unece.org/trans/wp24/welcome.html (ECE/TRANS/WP.24/133, paras. 59–67).

60. The competent bodies within IMO and ILO were expected to endorse the Code in 2014. The Committee **congratulated** WP.24 and the Group of Experts for the completion of the CTU Code within a very short time frame and for the effective cooperation with IMO and ILO on this important matter.

61. The Committee **was of the opinion** that multimodal transport is key for sustainable development and **endorsed** the continuation of the WP.24 cycle of activities around an annual theme, as contained in the WP.24 road map of 2009 with the assistance of the secretariat (ECE/TRANS/WP.24/133, para. 28).

G. Inland water transport

Documentation: ECE/TRANS/SC.3/195 and Add.1 □ 2

62. The Committee was **informed** about the latest activities of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/195). In particular, the Committee **noted** that an amendment package to annexes I and II of the European Agreement on Main Inland Waterways of International Importance (AGN), adopted by SC.3 in 2012, had entered into force on 15 October 2013. The related UNECE online database allowing monitoring of all infrastructure standards and parameters of the E waterways network had been updated and was accessible in English, French and Russian.

63. The Committee also **noted** that, following its approval for the establishment of an international Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG) (ECE/TRANS/236, para. 30), SC.3 had decided to devote half-a-day of the June 2014 session of the Working Party on the Standardization of Technical Safety Requirements in Inland Navigation to the first meeting of IEG.

64. The Committee also **noted** that, in accordance with its request to consider the preparation and organization of a high-level global conference on inland navigation (ECE/TRANS/236, para. 31), SC.3 had preliminarily discussed the format, scope and time schedule of such an event. Following consultations with relevant stakeholders, SC.3 planned to formulate a proposal for such an event to take place possibly in 2016.

65. The Committee **expressed its support** for the strategy and work of SC.3, in close cooperation with River Commissions, towards finalization of a major revision of the European Code for Inland Waterways (CEVNI 5). The revision would constitute the framework and the core set of standard regulations for rules of the road and signalization on European inland waterways. The Committee **also supported** the activities of SC.3 towards harmonization of pan-European River Information Services (RIS), such as UNECE Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS) whose technical specifications have become mandatory in 2013 for all member States of the European Union (EU Regulation No 909/2013).

H. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)

Documentation: ECE/TRANS/2014/18, ECE/TRANS/2014/19

66. Mr. Oleksandr Fedorov (Ukraine), Chair of the Working Party on Customs Questions affecting Transport (WP.30), informed the Committee about the main achievements of WP.30 in 2013. Mr. Guilhem Andrieu (France), Chair of the TIR Administrative Committee (AC.2) informed the Committee about the main achievements of AC.2 in 2013. The Committee **took note** and **supported** the outcome of recent activities of the secretariat, Contracting Parties and WP.30, with a view, in particular, to strengthening the Harmonization Convention, 1982 and the TIR Convention, 1975 (ECE/TRANS/2014/18). Bearing in mind that consensus was reached at the WTO negotiations on a Trade Facilitation Agreement at the Bali Ministerial Conference in December 2013, the Committee **noted** that the final agreement contains provisions for faster and more efficient customs procedures through effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues. The Harmonization Convention could, therefore, be seen as one of the key building blocks in the effective implementation of the Trade Facilitation Agreement and, for this reason, closer cooperation with WTO in promoting the Harmonization Convention would be welcomed.

67. In particular, the Committee **was informed** that an extensive package of amendments to the TIR Convention came into force in October 2013 (a new Annex 9, part III to the TIR Convention). The amendments introduced the conditions and requirements for the authorization of an international organization — presently the International Road Transport Union (IRU) — to take on the responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets. These amendments, which were a major step forward in increasing the transparency of the TIR system, were taken on board in the text of the new UNECE-IRU agreement for the years 2014–2016.

68. The Committee **took note of** the continued territorial limitations in the application of the TIR Convention in the Russian Federation that are considered by the majority of the Contracting Parties to the TIR convention as a breach of international obligations; it was **underlined** that the TIR Convention is an important instrument for the economies of its member countries and stressed that it was in the common interest of all Contracting Parties that the Convention in future be applied consistently and in its entirety, and advocated the need for its urgent full and effective application. It **invited** all involved Parties to make all efforts to reach consensus and resolve the current issues. It also **stressed** the need for implementing the recent modifications to the Convention with regard to transparency.

69. The Committee **was also informed** about progress in the eTIR Project, including the outcome of its cost/benefit analysis (CBA), various legal options to introduce eTIR as well as about the related United Nations Development Account project: “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”. The Committee **urged** all Contracting Parties to accelerate efforts to complete and launch the eTIR project bearing in mind that its implementation will not only enhance efficiency of the functioning of the TIR Convention in practice, but it will also ensure more transparency and liability. In the context of these activities, the Committee **supported** the continuation of the eTIR Project and **prolonged** the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to the year 2014. Finally, it **provided guidance** on further actions by WP.30 and the secretariat in improving the functioning of the TIR system.

I. Transport of dangerous goods

Documentation: Informal document No. 8, ST/SG/AC.10/C.3/86 and Add.1, ST/SG/AC.10/C.3/88, ST/SG/AC.10/C.4/50, ST/SG/AC.10/C.4/52, ECE/TRANS/WP.15/219, ECE/TRANS/WP.15/221, ECE/TRANS/WP.15/AC.1/130 and Add.1, ECE/TRANS/WP.15/AC.1/132 and Add.1–2, ECE/TRANS/WP.15/AC.2/48 and Add.1–2, ECE/ADN/24 ECE/TRANS/WP.15/AC.2/50 and Add.1, ECE/ADN/26, ECE/TRANS/238

70. The Committee was **informed** by the secretariat and by Mr. José Alberto Franco (Portugal), Chair of the Working Party on the Transport of Dangerous Goods (WP.15) about the most recent developments in the work carried out by the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council; the Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals; WP.15; the Joint Meeting RID/ADR/ADN (WP.15/AC.1); the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2); and the ADN Administrative Committee. All six bodies had met twice since the last ITC session.

71. The Committee **noted** that the Economic and Social Council adopted resolution 2013/25 on 25 July 2013 on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 8) and that WP.15, the RID/ADR/ADN² Joint Meeting and the ADN Safety Committee had already taken or were taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee **also noted** that, pursuant to operative paragraph 2 of sections A and B, the secretariat had already published the eighteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French, Russian and Spanish), Amendment 2 to the fifth revised edition of the Manual of Tests and Criteria (in Arabic, Chinese, English, French, Russian and Spanish) and the fifth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in English, French and Spanish). Other language versions should be available soon.

72. The Committee **noted** that the number of Contracting Parties to the ADR remained 48. The Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force as not all Contracting Parties to the ADR had become Parties to it. Thirty-three Contracting Parties had done so, and the Committee **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to take the necessary steps to allow the Protocol to come into force.

73. The Committee **also noted** that the number of Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) remained seventeen.

74. The Committee **noted** that WP.15 had endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium and had adopted amendments specific to ADR, e.g. as regards tanks equipped

² Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

with additive devices, training of drivers and driver training certificates. It **requested** the secretariat to prepare a consolidated list of all the amendments which it had adopted for entry into force on 1 January 2015, so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR. All these amendments should come into force on 1 January 2015.

75. The Committee **noted** that the ADN Safety Committee had adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels, including for example the means of evacuation from vessels in an emergency as well as the carriage of liquefied natural gas (LNG) as cargo on-board tank vessels. It also continued to discuss the issuance of temporary derogations for the use of LNG as a fuel for the propulsion of vessels carrying dangerous goods.

76. The ADN Administrative Committee had adopted all the draft amendments prepared by the Safety Committee in 2013 and January 2014, i.e. the set of amendments that should enter into force on 1 January 2015 and that would ensure harmonization of ADN with ADR and RID.

77. The Committee **endorsed** the requests by WP.15 and the ADN Administrative Committee that the full texts of ADR and ADN, as they would be amended on 1 January 2015, be consolidated and published by the secretariat, sufficiently in advance of that date so that countries could prepare for their effective implementation before the entry into force of the amendments in question.

78. The Committee **noted with interest** the status of the work of the RID/ADR/ADN Joint Meeting on telematics (ECE/TRANS/WP.15/AC.1/132, para. 103) and **encouraged** it to continue this work as a pilot project that should be linked to more general work on the development of Intelligent Transport Systems with a view to implementation through the regulatory framework of RID, ADR and ADN by 2019.

79. The Committee **noted with satisfaction** that, within the framework of activities of the RID/ADR/ADN Joint Meeting related to the mandatory reporting on occurrences during inland transport of dangerous goods and to risk evaluation, several Governments had volunteered to enter accident and incident data in a database provided by the Government of France and adapted by the secretariat, and **encouraged** Contracting Parties to RID, ADR and ADN to participate actively in this project with the aim of archiving in the secretariat, all relevant data that are essential for decision-making in the process of development of regulatory measures on the basis of risk analysis and assessment.

80. The Committee **noted** with satisfaction that, as requested during the seventy-fifth session, the secretariat had published the road map on how to set up the administrative structures required for implementation of ADR, as contained in ECE/TRANS/WP.15/217, Annex IV, and **invited** all Contracting Parties to ADR and States interested in acceding to ADR to take account of this road map for ensuring proper implementation of its requirements.

J. Transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/228

81. Mr. Telmo Nobre (Portugal), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) informed the Committee about the main achievements of WP.11 in 2013.

82. The Committee **noted** that 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-eighth session of WP.11 in October 2012,

introducing revisions to the ATP certificate of compliance (ECE/TRANS/WP.11/226, Annex I) would, barring an objection, be considered accepted in June 2014.

83. The Committee **noted** that following the entry into force of amendments dealing with the testing of new multi-compartment, multi-temperature equipment on 23 September 2013, the secretariat had issued a new consolidated text of ATP as a United Nations sales publication (ECE/TRANS/232).

84. The Committee also **noted** that at its sixty-ninth session (8–11 October 2013), WP.11 had adopted two new classes of heated ATP equipment to take account of conditions in countries where winter temperatures routinely fell below -20°C and where heating was required to keep cargoes of food at the correct temperature (ECE/TRANS/WP.11/228, Annex I). The Committee **noted** that WP.11 had also adopted proposed amendments to the ATP and comments for inclusion in the ATP Handbook on acceptable minor interior changes to insulated equipment which did not require the equipment to undergo retesting (ECE/TRANS/WP.11/228, Annex III).

85. The Committee **was informed** that WP.11 had modified its rules of procedure (ECE/TRANS/WP.11/222/Add.1) by requiring that proposals to amend ATP should, where relevant, include an assessment of the environmental impact of the proposal in addition to the cost, feasibility and enforceability implications (ECE/TRANS/WP.11/228, Annex IV).

86. The Committee **noted** that to match the amendment procedure laid down in the ATP itself, decisions by WP.11 on draft amendments to the ATP were taken by unanimity; further **noted** that there was a need to ensure the proper evolution of the ATP; **invited** WP.11 to assess whether there was a need to reconsider its decision-making procedure; **urged** Contracting Parties to refrain wherever possible from objections to amendments that hindered the satisfactory development of the ATP; and **encouraged** WP.11 to consider the possibility of extending the scope of the Agreement, for example by adding an annex which could be applied by Contracting Parties on a voluntary basis.

VII. Matters arising from the United Nations Economic Commission for Europe (UNECE), the Economic and Social Council (ECOSOC) and other United Nations bodies and Conferences (agenda item 5)

87. The Committee was **informed** by the secretariat about recent matters arising from the UNECE, ECOSOC and other United Nations bodies and Conferences of interest to the Committee.

VIII. Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2013 (agenda item 6)

Documentation: ECE/TRANS/2014/20

88. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2013 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction (ECE/TRANS/2014/20). These activities took the form of policy dialogue and regulatory work, analytical activities, as well as capacity-building and technical assistance. The draft Annual Report presented concise information to the ITC delegates in a form suitable for broader publicity.

IX. Issues for approval by the Committee and of an informative character (agenda item 7)

A. Approval of the reports of the Committee's subsidiary bodies

Documentation:

ECE/TRANS/WP.1/139, ECE/TRANS/WP.1/141 and Corr.1

ECE/TRANS/WP.5/54

ECE/TRANS/WP.6/165

ECE/TRANS/WP.11/228

ECE/TRANS/WP.15/219, ECE/TRANS/WP.15/221, ECE/TRANS/WP.15/AC.1/130 and Add.1, ECE/TRANS/WP.15/AC.1/132 and Add.1□2, ECE/TRANS/WP.15/AC.2/48 and Add.1□2, ECE/TRANS/WP.15/AC.2/50

ECE/TRANS/WP.24/133 and Add.1□2, ECE/TRANS/WP.29/1102

ECE/TRANS/WP.29/1104 and Add.1, ECE/TRANS/WP.29/1106

ECE/TRANS/WP.30/266, ECE/TRANS/WP.30/268 and Corr.1, ECE/TRANS/WP.30/270, ECE/TRANS/WP.30/AC.2/113, ECE/TRANS/WP.30/AC.2/115

ECE/TRANS/SC.1/400, ECE/TRANS/SC.1/S/392

ECE/TRANS/SC.2/220

ECE/TRANS/SC.3/195 and Add.1□2

89. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document.

B. Preparation of the 2015 E-Road and E-Rail Traffic Censuses

Documentation: ECE/TRANS/WP.6/165, ECE/TRANS/WP.6/2013/4 and Corr.1, ECE/TRANS/WP.6/2013/5

90. Mrs. Olga Kastlova (Czech Republic), Chair of the Working Party on Transport Statistics (WP.6), informed the Committee about the main achievements of WP.6 in 2013. The Committee **adopted** the draft resolution on the 2015 E-Road Traffic Census (ECE/TRANS/WP.6/165, Annex III) and the recommendations to Governments related to this census (ECE/TRANS/WP.6/2013/4 and Corr.1) that were adopted by the Working Party on Transport Statistics (WP.6) – see Annex II.

91. The Committee also **adopted** the draft resolution on the 2015 E-Rail Traffic Census (ECE/TRANS/WP.6/165, Annex IV) and the recommendations to Governments related to this census (ECE/TRANS/WP.6/2013/5) that were adopted by WP.6 – see Annex III.

92. The Committee **invited** all its member States to participate more actively in the data collection coordinated by WP.6 through the common questionnaire; in this respect, **encouraged** WP.6 to continue capacity-building activities providing methodological support, in particular to countries of Eastern Europe, Central Asia and South Caucasus.

93. The Committee **encouraged** the secretariat to dedicate more resources to the dissemination of the E-Road and E-Rail traffic census results, in particular, as contained in the pan-European map.

X. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 8)

Documentation: ECE/TRANS/2014/21

94. The Committee **took into account** the results of the Bureau meetings held in 2013 under the Committee's relevant agenda items (ECE/TRANS/2014/21). The Committee referred to the decisions of the Bureau under the relevant items of its agenda.

95. The Committee **noted** that, at its seventieth session, the Committee had decided that:

(a) its annual sessions would be divided in three parts: policy-oriented, technical and reporting;

(b) discussions would focus on issues that need consideration and require decisions by the Committee;

(c) a list of main decisions would be adopted;

(d) all items of an informative character and for formal approval by the Committee would be considered as a whole and on the basis of the annotated agenda circulated by the secretariat.

96. The Committee further **noted** that the adoption of the report of the seventy-sixth session was limited to a list of main decisions, while the complete report of the Committee would be circulated at a later stage.

XI. Report of the Committee to the UNECE Executive Committee (agenda item 9)

97. The Committee **was informed** that the practice of Committee Chairs reporting to UNECE Executive Committee (EXCOM) about the results of the Committee session had been reinstated and **mandated** its Chair to report the findings of the Committee to EXCOM.

XII. Approval of the biennial evaluation of the Committee's work for 2012–2013 (agenda item 10)

Documentation: ECE/TRANS/2014/22 and Corr.1

98. The Committee **considered** and **adopted** the programme performance assessment for 2012–2013 (biennial evaluation) of the Transport subprogramme (ECE/TRANS/2014/22). This document provided an overview of the performance assessments of the transport subprogramme and was drawn up in line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations, and the plan for the biennial performance assessment which the Inland Transport Committee adopted at its seventy-fourth session in 2012.

XIII. Programme of work and biennial evaluation for 2014–2015 and Strategic framework for 2016–2017 (agenda item 11)

Documentation: ECE/TRANS/2014/23, ECE/TRANS/2014/24, ECE/TRANS/2014/25

99. The Committee had before it document ECE/TRANS/2014/23 containing the draft programme of work of the Transport subprogramme for the period 2014–2015. At its session in November 2013, the Bureau considered this draft programme and decided to recommend it to the Committee for approval.

100. The Committee **considered** and **adopted** its programme of work for the biennium 2014–2015 for subsequent formal approval by the UNECE Executive Committee. The Committee **noted** that it will have the opportunity to adjust its programme of work during the course of the biennium and such adjustments will be reflected in a separate document.

101. The outputs/activities listed in this document correspond to the UNECE proposed programme budget for 2014–2015. The outputs/activities had been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material; and (c) technical cooperation, including, seminars, workshops, training sessions and advisory services.

102. The Committee also **considered** and **adopted** the biennial evaluation plan (2014–2015) for the Transport subprogramme contained in document ECE/TRANS/2014/24. At its session in November 2013, the Bureau considered this evaluation plan and decided to recommend it to the Committee for approval.

103. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in order to facilitate the task of the Committee in assessing whether all outputs which are necessary to achieve the expected result had been included in the plan.

104. Furthermore, the Committee **considered** and **approved** the draft Strategic Framework 2016–2017 for Transport subprogramme (ECE/TRANS/2014/25). In accordance with the UNECE programme planning process, the draft strategic framework must be reviewed by the Sectoral Committees, (or their Bureaux when Committees have not met during the last four months of 2013) before submission to the UNECE Executive Committee in November/December 2013 and to United Nations Headquarters in early 2014. The Bureau, at its November 2013 session, considered the draft proposal and decided to recommend it to the Committee for approval.

XIV. Draft work plan for 2014–2018 (agenda item 12)

Documentation: ECE/TRANS/2014/26

105. The Committee **endorsed** in general the draft work plan for the period 2014–2018 as contained in document ECE/TRANS/2014/26; and decided to establish a two-week period to allow member States to make comments on its substance. The Committee **decided** that the modifications to the final work plan will be appended to the report of the Committee (Annex IV).

XV. Election of officers for the Committee's sessions in 2015 and 2016 (agenda item 13)

106. The Committee **elected** Mr. Jerzy Kleniewski (Poland) as Chair; as well as Mr. Sergey Andreev (Russian Federation) and Ms. Isabelle Paillet (France) as Vice-Chairs for its sessions in 2015 and 2016.

XVI. Composition of the Committee's Bureau in 2015 and 2016 (agenda item 14)

107. The Committee **elected** the following Bureau members for a 2-year period:

Chair:	Mr. Jerzy Kleniewski	(Poland)
Vice-Chairs:	Ms. Isabelle Paillet	(France)
	Mr. Sergey Andreev	(Russian Federation)
Members:	Mr. Farid Valiyev	(Azerbaijan)
	Mr. Sergei Dubina	(Belarus)
	Mr. Kristof Schockaert	(Belgium)
	Mr. Björn Oriwohl	(Germany)
	Mr. Antonio Erario	(Italy)
	Mr. Bob Oudshoorn	(Netherlands)
	Ms. Adriana Pacuraru	(Romania)
	Mr. Jean-Claude Schneuwly	(Switzerland)
	Mr. Roman Symonenko	(Ukraine)
	Mr. Takhir Aliev	(Uzbekistan)

108. A standard invitation will be extended to the European Commission to attend the meetings of the Bureau as an observer.

XVII. List of publications for the period 2016–2017 (agenda item 15)

Documentation: ECE/TRANS/2014/27

109. The Committee **took note** of the information about the publication results in the 2012–2013 biennium and expressed its strong support for the need to strengthen the publication activities of the Transport subprogramme.

XVIII. Schedule of meetings in 2014 (agenda item 16)

Documentation: ECE/TRANS/2014/28

110. The Committee **adopted** its schedule of meetings in 2014 and from January to March 2015 (ECE/TRANS/2014/28).

XIX. Transport developments in the European Union (agenda item 17)

Documentation: ECE/TRANS/2014/29

111. The Committee was **informed** by Mr. Ricardo Pascual Bremon of the European Commission, Directorate-General for Mobility and Transport, about the most important legislative and policy initiatives in the field of transport undertaken by the European Union in 2013 (ECE/TRANS/2014/29).

XX. Developments related to the work of the International Transport Forum (agenda item 18)

Documentation: Informal document No. 9

112. The Committee was **informed** by Ms. Elene Shatberashvili of the International Transport Forum about the latest developments related to the work of the International Transport Forum and, in particular, the cooperation between ITF and UNECE (Informal document No. 9).

XXI. Activities of other organizations of interest to the Committee (agenda item 19)

113. The Committee was **informed** by representatives from other organizations about their recent activities of interest to the Committee.

XXII. Meeting of the Chairs of the Committee's subsidiary bodies on the participation of non-ECE contracting parties in the Committee's subsidiary bodies and on ways to strengthen cooperation (one and one-half hour restricted meeting — for government delegates only) (agenda item 20)

Documentation: Informal document No. 10

114. The Committee **recalled** that the Chairs of the Committee's subsidiary bodies and Administrative Committees of UNECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-fourth and seventy-fifth sessions of the Committee attended the second and third meetings respectively of the Chairs of the Committee's subsidiary bodies. The meetings – restricted to Government delegates only – allowed the Chairs of the Committee's subsidiary bodies to focus on the review of the UNECE reform, as well as on issues related to strengthening cooperation, synergy and interdependence and sharing experiences.

115. The Committee **welcomed** the organization of the fourth meeting of the Chairs of the Committee's subsidiary bodies and **reiterated** its recommendation that such meetings should become a regular feature of the Committee's sessions. All Government delegates were invited to participate. The provisional agenda was circulated as Informal document No. 10, along other related documents. The Committee noted that, in view of the fact that the meeting was restricted to Government delegates only, the results of the discussions would be circulated in the form of Chair's conclusions (ECE/TRANS/2014/R.1) among the Chairs of the Committee's subsidiary bodies, members of the Bureau and Government delegations.

XXIII. Any other business. Date of next session (agenda item 21)

116. The Committee **noted** that its seventy-seventh session is tentatively scheduled to be held in Geneva from 24 to 26 February 2015.

XXIV. Adoption of the list of main decisions of the seventy-sixth session (agenda item 22)

117. The Committee **adopted** the list of main decisions of the seventy-sixth session.

Annex I

Policy segment on “Innovations for sustainable inland transport and mobility” (25 February 2014)

Chair’s conclusions

A. Introduction

1. The session consisted of presentations by the following high-level speakers: Dr. Astrid Mohn, Deputy Director-General, Federal Ministry of Transport and Digital Infrastructure of Germany; Mrs. Seija Miettinen-Bellevergue, Senior Advisor, Ministry of Transport and Communications of Finland; Mr Ron Medford, Director of Safety, Self-Driving Cars, Google[x]; Professor Victor Doenin, Head of the Chair “Intelligent Transport Systems”, Moscow State University of Railway Engineering (MIIT); Dr. Reiner Höger, Director of Engineering Governance, Automotive Systems & Technology, Continental Automotive GmbH; Mr. Carlo van de Weijer, Director, Strategic Area Smart Mobility, Technical University of Eindhoven and Royal Institute of Engineers in the Netherlands; Professor Vladimir Soloviev, Academic Secretary of Scientific Council, Head of the Department of Information Technology, Moscow State University of Railway Engineering (MIIT); and Mr. Alexandre Prina, Directeur de la planification générale, République et canton de Genève. The policy segment was opened by statements from Mr. Sven Alkalaj, Executive Secretary of UNECE; Mr Sergey Aristov, Honorary Chair of the Policy Segment, State Secretary – Deputy Minister of Transport of the Russian Federation; and Mrs. Eva Molnar, Director of UNECE Transport Division. The presentations and discussion were moderated by M. André Schneider, Vice-Président, Vice-Présidence pour la Planification et la Logistique de l’EPFL. More than one-hundred-and-fifty participants from 42 countries, the European Commission, and 36 international and non-governmental organizations attended the event.

2. The year 2014 is a milestone in the negotiations of the post-2015 Sustainable Development framework, which will integrate sustainable transport and mobility as part of one or more Sustainable Development Goals. Sustainable transport and mobility are at the core of the work of the Inland Transport Committee (ITC), which is a unique inter-governmental body specialized in inland transport (road, rail, inland water and inter-modal transport, transport of dangerous goods, vehicle regulations, border crossing facilitation) and, thus, the centre of transport conventions and agreements.

3. In light of the above, the policy segment was dedicated to innovations for sustainable mobility and transport. The segment was divided in two panels. The first was dedicated to “Innovations for tomorrow’s infrastructure and vehicles”. The second panel discussed “Innovations for mobility management and institutional and policy adjustment”.

B. Main insights

4. There was agreement among participants that innovations for sustainable mobility and transport can contribute to solving many of today’s transport problems, ranging from the lack of infrastructures, to environmental pressures, to the global road safety crisis, and the lack of adequate financing. Discussions showed that demand for innovations will

increase as a response to key challenges in traffic safety, demographic changes (aging populations), economic costs due to congestion and social dynamics (including people with special needs). Yet, despite current advances, significant gaps remain in the full deployment of innovations for sustainable mobility and transport.

5. Five broad conclusions could be derived from the discussions. First, there was a general agreement that the technologies needed to make the “leap to the future” exist today although there is not full agreement as to what is needed to complete this “leap”. For example, with regard to the deployment of innovations on vehicles, a comprehensive regulatory regime is not yet in place to facilitate the transition to partial or full automated driving, while safeguarding high quality and safety standards.

6. Second, traditional traffic management systems are becoming increasingly obsolete and the role of authorities in this area may need to be revisited. The potential contribution of Intelligent Transport Services in solving many of today’s challenges related to traffic management is not fully utilised since existing solutions are not effectively integrated nationally and internationally in order to scale them up and render them interoperable.

7. Third, diversifying the energy base of transport and activating the market for electric vehicles, through infrastructure, including infrastructure for alternative fuels and biofuels should be a high-priority.

8. Fourth, innovative government responses are needed. Innovations do not stop at the private sector, but require appropriate government responses that encourage, accelerate and support the beneficial changes, while curbing the undesirable trends. These responses may concern the formulation and implementation of policies or the adjustment and reform of institutions. For example, reforms and restructuring of road management, of the railways, of all areas of the transport sector are needed without any doubt. However, these are also risky undertakings with huge impacts on the national performance of the sector and, in the end, of the economy and the society as a whole. Therefore innovations have to be designed in an informed and systematic way.

C. Conclusion

9. Numerous innovative solutions for sustainable mobility and transport exist or are about to be put into operation and they may likely revolutionize the transport sector. Their successful deployment requires, among other things, learning from others and adapting this knowledge to local and national circumstances. This process of knowledge diffusion and adjustment requires more exchange and dissemination of good practices. Partnerships and international cooperation are a *sine qua non* in order to reduce barriers to the development and adoption of innovative solutions. The UNECE secretariat could play a significant role in these efforts.

10. It was recommended to consider the role that ITC can play as an international platform providing assistance to policymakers, disseminating best practices, providing capacity-building and carrying out analytical activities. This role is in line with the work that ITC has successfully performed since its inception and its commitment to promote sustainable mobility and transport.

Annex II

Draft Resolution on E-Road Traffic Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe in 2015 (“2015 E-Road traffic census”)

Draft Resolution No. ...

E-Road Traffic Census of Motor Traffic and
Inventory of Standards and Parameters
on Main International Traffic Arteries in Europe in 2015
 (“2015 E-Road traffic census”)

The Inland Transport Committee,

Having regard for the last paragraph of its resolution No. 169 of 15 January 1954 (E/ECE/TRANS/445),

1. *Invites* Governments:

(a) To take a census of traffic on the E-Roads on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR) as in force in 2015, and in line with the Recommendations to Governments for the E-Road Traffic Census of Motor Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe in 2015 (2015 E-Road traffic census) as set forth in UNECE documents ECE/TRANS/WP.6/2013/4 and Corr.1 considering 2015 as the reference year.

(b) To supply the results of the 2015 E-Road traffic census to the UNECE secretariat, if possible before **1 November 2016**, in conformity with the Recommendations set forth in UNECE documents ECE/TRANS/WP.6/2013/4 and Corr.1.

2. *Recommends* that Governments take a census of traffic on other non-urban roads in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1 (a) above.

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by **30 September 2014** whether they agree to implement the provisions of this resolution.

Annex III

Draft Resolution on E-Rail Traffic Census in Europe in 2015 ("2015 E-Rail traffic census")

Draft Resolution No. ...

E-Rail Traffic Census in Europe in 2015
("2015 E-Rail traffic census")

The Inland Transport Committee,

Recalling its Resolution No. 260 adopted on 26 February 2009 (ECE/TRANS/206, annex III),

1. *Invites* Governments:

(a) To take a census of traffic on the E-Rail lines on their national territory, in accordance with the European Agreement on Main International Railway Lines (AGC) as in force in 2015 and with the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) as in force in 2015, and in line with the Recommendations to Governments for the 2015 E-Rail traffic census as set forth in UNECE document ECE/TRANS/WP.6/2013/5;

(b) To supply the results of the combined E-Rail traffic census 2015 to the UNECE secretariat, if possible, before **30 June 2017**, in conformity with the Recommendations set forth in UNECE document ECE/TRANS/WP.6/2013/5.

2. *Recommends* that Governments take a census of traffic on other non-urban rail lines in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1(a) above.

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by **30 September 2014** whether they agree to implement the provisions of this resolution.

Annex IV

Modification to the Work Plan for 2014–2018*

1. Section VII, Activity 02.5: Rail transport

Paragraph 02.5.2, amend to read:

"02.5.2 *Harmonization of requirements concerning international railway transport including **railway legal regimes (unified railway law)**, rail safety, security 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 standardized requirements concerning the utilization of railway infrastructure.
- (c) Elaboration of proposals and preparation of studies aimed at strengthening, consolidating and extending the position of rail transport on international transport markets.
- (d) Analysis of problems relating to the harmonization and improvement of rail safety and security.
- (e) Consideration of prospects for the adoption 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 and/or unification of the SMGS/SMPS⁴ and CIM/CIV⁵ systems~~).
- (f) **Unification of international railway law with the objective to allow rail carriage under a single legal regime from the Atlantic to the Pacific (Unified Railway Law) and harmonization of requirements concerning international railway transport including rail safety, security and facilitation of its operations. Elaboration of a unified set of transparent and predictable provisions and legal rules for Euro-Asian rail transport operations in all countries concerned that would facilitate border crossing procedures, particularly for transit traffic.**

* To facilitate comparing the proposed modification with Work Plan for 2014-2018, as contained in document ECE/TRANS/2014/26, the secretariat has indicated additional programme elements or elements replacing old text in bold characters while the text proposed for deletion has been struck through.

⁴ ~~Contract for International Goods Transport by Rail (SMGS), Contract for International Passenger Transport by Rail (SMPS).~~

⁵ ~~Contract for International Carriage of Goods by Rail (CIM), Contract for International Carriage of Passengers and Luggage by Rail (CIV).~~