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### Inland Transport Committee

Seventy-seventh session

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## Report of the Inland Transport Committee on its seventy-seventh session

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## I. Chair

1. The Inland Transport Committee (ITC or Committee) held its seventy-seventh session from 24 to 26 February 2015, with Mr. Jerzy Kleniewski (Poland) as Chair.

## II. Attendance

2. Representatives of the following countries participated: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Finland, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Malta, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Slovak Republic, Sweden, Switzerland, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. Representatives of the following countries also attended under Article 11 of the Terms of Reference of UNECE: Afghanistan, Bahrain, Ecuador, Egypt, Iran (Islamic Republic of), Japan, Kenya, Kuwait, Pakistan, Panama, Republic of Korea, Sudan and United Republic of Tanzania.
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 United Nations Conference on Trade and Development (UNCTAD). 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 Cooperation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE) and Organization of the Black Sea Economic Cooperation (BSEC), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC), South-East Europe Transport Observatory (SEETO) and Union of Road Transport Associations in the Black Sea Economic Cooperation Region (BSEC-URTA).
7. The following non-governmental organizations were represented: Federation Internationale de l'Automobile (FIA), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Road Federation (IRF), International Rail Transport Committee (CIT), International Road Transport Union (IRU), International Federation of Freight Forwarders Associations (FIATA), Laser International Foundation and International Union of Railways (UIC).
8. Representatives of the following bodies attended the session at the invitation of the secretariat: Athens Urban Transport Organization (OASA), Black Sea Trade and Development Bank (BSTDB), CargoCap GmbH, Confédération française pour l'Habitation, l'Urbanisme, l'Aménagement du Territoire et l'Environnement (COFHUAT), Direction générale des transports - République et Canton de Genève, EuroMed Road, Rail and Urban Transport Project, FÖMTERV Civil Engineering Designer Ltd., Frost & Sullivan, GSC Main project, International Transport Award Golden Chariot, JSC "PLASKE" and Polis.

### III. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/247 and Add.1

9. The Committee adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/237 and Add.1).

### IV. Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era (agenda item 2)

*Documentation:* ECE/TRANS/2015/1

10. The Committee **noted** that the Bureau of the Inland Transport Committee, at its June 2014 meeting, had agreed that the morning session of the first day of the seventy-seventh session of the Committee should be devoted to a discussion on sustainable urban transport and mobility. The policy segment focused on drawing lessons from real world experience and rethinking sustainable urban transport and mobility to meet the challenges of a new era, with emphasis on economic, social and environmental sustainability.

11. The Committee **endorsed** the outcome of the policy-oriented segment, round-table discussion on “Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era”, **agreed** that a short report of the round table, in the form of Chair’s conclusions, be annexed to the full report of the session, and **requested** its subsidiary bodies to take onboard its outcomes, as deemed appropriate.

### V. Meeting for government delegates only with the participation of the Chairs of the Committee’s subsidiary bodies (agenda item 3)

*Documentation:* Informal document No. 1, ECE/TRANS/2015/2

12. The Committee **recalled** that the Chairs of the Administrative Committees of UN legal instruments on transport and of the Committee’s subsidiary bodies, the members of the Bureau and Government representatives participating in the last four sessions of the Committee attended the meetings with the Chairs of the Committee’s subsidiary bodies. The meetings – restricted to Government representatives only – allowed a focus on the review of the UNECE reform, the role of non-UNECE Contracting Parties to UN transport agreements administered by UNECE, as well as on issues related to strengthening cooperation, synergy and interdependence and sharing experiences. All Government delegates were invited to participate in this meeting.

13. The Committee **recalled** that at its last session, it had requested a detailed official document from the secretariat on practices of ITC, its Working Parties and the Administrative Committees of legal instruments. ECE/TRANS/2015/2 provided information on the current involvement of non-UNECE Contracting Parties to ITC and its subsidiary bodies.

14. The Committee **welcomed** the organization of the fifth meeting of the Chairs of the Committee’s subsidiary bodies that had been dedicated to enhancing the participation of non-UNECE countries which had acceded to or ratified (or intended to accede to) legal instruments serviced by UNECE, as well as on issues related to strengthening cooperation, synergy and interdependence and sharing experiences and **recommended** that this item could be tabled at the Committee’s session in 2017 or 2018.

15. Having assessed the current practices that enhance the participation of non-UNECE countries as contained in document ECE/TRANS/2015/2, the Committee **pointed out** that the Committee's sessions are of an open nature and that the decision-making process is traditionally by consensus-building; **underlined** the decision-making role of the treaty bodies, i.e. the Administrative Committees of the different transport conventions and agreements where all Contracting State Parties have equal voting rights.

16. Given the restricted nature of the meeting, the results of the discussions would be circulated in the form of Chair's conclusions to the meeting's participants and Chairs of the Working Parties.

## VI. Strategic questions of a horizontal policy nature (agenda item 4)

### A. UNECE analytical work on transport

*Documentation:* ECE/TRANS/2015/3, Informal document No. 2 (UNECE publication), ECE/TRANS/WP.5/56, Informal document No. 3 (UNECE publication), Informal document No. 4 (UNECE publication)

17. The Committee was **informed** by the secretariat about the analytical activities accomplished during 2014 (ECE/TRANS/2015/3). The analytical work comprises studies related to topical issues on transport, analysis requested by official Groups of Experts and Task Forces, analytical papers prepared to support capacity-building workshops, as well as analytical studies that provide substantive foundation for, or result from, participation in or management of different projects. The work was done within the programme of work of the Working Party on Transport Trends and Economics as well as in the framework of the Transport Division.

18. 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 2014. The Committee **recalled** that the role of WP.5 is a think tank which leads policy discussions on subjects of a horizontal nature -- that are relevant for the member States and the other subsidiary bodies of the Committee. The Committee **took note** of UNECE analytical activities accomplished during 2014. It **welcomed** the results of the survey on Sustainable Urban Mobility and Public Transport in the UNECE capitals; **thanked** the secretariat for this analysis and **urged** the secretariat to print the final report as soon as possible. In light of the growing need for the seamless transport of passengers and freight and the role of public transport in sustainable development, **decided** to regularly review the developments in urban mobility and transport, and particularly, the inter-linkages between urban, regional, national and international transport networks and services. In this regard, the Committee **requested** WP.5 to follow-up on this matter.

19. The Committee also **noted** that the 2014–2015 theme of WP.5 would be 'Financing Transport Infrastructure and Innovative solutions' as a follow-up to the Committee session in 2013 and the joint WP.5, EATL, TEM and TER workshops in 2013 and 2014.

20. At the request of the Bureau, the secretariat had updated the publication on "Transport for Sustainable Development" that had originally been prepared as a forerunner awareness raising for the Rio+20 meeting and presented to the UNECE Commission in 2011, and in cooperation with the other Regional Commissions and relevant non-governmental organisations, such as IRU and UIC it had scaled it up to a global review of inland transport issues. The Committee **welcomed** the updating and up-scaling of this important publication.

21. The Committee also **welcomed** the results of the workshop on ‘Transport Trends and Economics in Mediterranean region: Sharing experiences among EuroMed and UNECE countries’ (Geneva, 9 September 2014).

22. The Committee **took note** that the publication ‘Review of the transport and logistics system of the Republic of Belarus’ had been issued in the Russian language since the publication’s presentation at the Committee’s previous session.

## **B. Environment, climate change and transport**

### **1. ITC follow-up to Rio+20**

*Documentation:* ECE/TRANS/2015/4

23. The Committee **was informed** about the ongoing global negotiations on formulating the post-2015 Sustainable Development Goals (SDGs) and the main developments concerning the position of sustainable transport within the framework of the SDGs; in this regard, the Committee **expressed its continued support** for the inclusion of transport priorities in a coherent and comprehensive way within the framework of the SDGs.

24. To this effect and after having considered the presence of transport-related priorities in numerous proposed SDGs, the Committee **requested** the secretariat to closely monitor discussions on SDGs.

25. The Committee **welcomed** the up-scaling to global coverage of the publication on “Transport for Sustainable Development” that was originally prepared in 2011 as a forerunner awareness-raising for the Rio-20 Conference; **expressed its appreciation** for the preparation of the paper with the other Regional Commissions, the International Union of Railways (UIC) and the International Road Transport Union (IRU); **requested** the secretariat to publish it both electronically and in a printed form; and **encouraged** Governments to use it as a resource in their ongoing negotiations, when relevant.

### **2. Mitigation of environmentally harmful effects of inland transport**

*Documentation:* Informal document No. 5 (UNECE publication), Informal document No. 6, Informal document No. 7, ECE/TRANS/2015/5

26. The Committee **took note** of the publishing in May 2014 of the discussion paper/publication “Diesel engine exhausts: Myths and realities” and the impact of this publication, and **requested** the respective subsidiary bodies to indicate the measures taken and under investigation in combating these emissions.

27. The Committee **welcomed** the activities to support Governments in mitigating the negative impacts of transport on the environment, such as progress in the application of the For Future Inland Transport Systems (ForFITS) tool in the city of Kaunas and at a national level in Lithuania and Georgia; and; **requested** the secretariat to ensure the wide dissemination of the findings of these activities; and **encouraged** Governments who were willing to contribute but had not yet sent their verified data to the secretariat for the regional review, to do so before the end of 2015.

28. In particular, the Committee **was informed** about the application of this tool as part of the Transport, Health and Environment Pan-European Programme’s (THE PEP) annual workshop “Improvement of Sustainable Urban Mobility for Better Health and Environment” (Kaunas, Lithuania; 24–25 September 2014).

29. The Committee **was also informed** about the recent cooperation between the UNECE Environment and Transport Divisions in Environmental Performance Reviews. As

part of the third Review – on Georgia – a chapter on Transport and Environment is in preparation by Transport Division staff. The analysis includes the results of ForFITS.

30. The Committee **took stock** of the so far results and future plans for the use and further development of ForFITS and **requested** the preparation of a publication on ForFITS case studies, reflecting progress in the development and application of the tool at the regional, subregional, national and city levels, and highlighting its main findings and achievements.

31. In light of the timeliness and relevance of the tool for sustainable development and the scope and utility of proposed enhancements to the tool, the Committee **encouraged** Governments and cities to benefit from and contribute to the use and further development of the ForFITS tool.

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

*Documentation:* ECE/TRANS/2015/6, Informal document No. 8 (UNECE publication)

32. The Committee **recalled** that the Group of Experts on Climate Change Impacts and Adaptation to International Transport Networks had completed its work in 2013 and had submitted a full report of its accomplishments. The Committee **noted** that the final report of the Group had been published as a UNECE publication as a means to raise awareness on the importance of climate change adaptation.

33. The Committee **noted** that WP.5, at its last session, had considered continuing the work of the Group of Experts in order to address this topical issue in more detail (ECE/TRANS/WP.5/56 paras. 40-43). The next phase of the Group would analyse: (i) the need for establishing inventories of transport networks in the ECE region that are vulnerable to climate change impacts and (ii) the usage or development of models, methodologies, tools and good practices to address potential and/or extreme hazards (e.g. high temperatures, floods) in selected inland transport infrastructure in the region.

34. The Committee thus **decided** to support the continuation for two more years of the work of the Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks, according to the UNECE Rules and Regulations,; pending approval by the Executive Committee (EXCOM), and based on the Terms of Reference contained in document ECE/TRANS/2015/6 and **approved** the change of the name of the Group to “Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes”; and **requested** that the secretariat should ensure that all relevant documentation of the group meetings during 2015 (June, December), 2016 and 2017, such as agendas, reports and series of official documents relevant to climate change impacts and adaptation to transport networks, is provided in the three official languages of UNECE on time.

35. The Committee **took note** of the twenty-first United Nations Climate Change Conference (COP21) that will be held in Paris, France from 30 November to 11 December 2015 with the objective to achieve a legally-binding and universal agreement on climate; and **requested** the secretariat to explore synergies and potential contributions to this important Conference.

## C. Transport, Health and Environment Pan-European Programme

*Documentation:* ECE/AC.21/SC/2014/6

36. The Committee **welcomed** the outcomes of the Fourth High-Level Meeting of the Transport, Health and Environment Pan-European Programme (THE PEP) (Paris, 14–16 April 2014) and **took note of** the Paris Ministerial Declaration.

37. The Committee **noted** that, as part of its initiative to engage the three sectors and following the Fourth High-level Meeting and the adoption of the Paris Declaration, which included a new goal: “To integrate transport, health and environmental objectives into urban and spatial planning policies”, THE PEP Steering Committee had organized a symposium on “Green and healthy urban mobility: The role of urban and spatial planning” (Geneva, 19 November 2014) in line with the Paris Declaration. The Committee further **noted** of the report of the Steering Committee on its twelfth session (19–20 November 2014) (ECE/AC.21/SC/2014/6).

38. The Committee **welcomed** the election of Mr. Matthias Rinderknecht of the Federal Office of Transport of Switzerland as the Chair of THE PEP Steering Committee for 2014–2015 and **expressed its expectation** that the transport pillar of THE PEP would be strengthened; to this end, **appreciated** that THE PEP Steering Committee agreed to use ForFITS analysis for countries and cities that host THE PEP annual workshops; **requested** the secretariat to continue building such synergies; and, in order to strengthen the presence of the transport sector in this multisectoral cooperation, **invited** its member States to nominate national focal points for THE PEP and communicate those to the secretariat.

39. The Committee **took note** of the proposal by the Russian Federation to organize in 2015, two international conferences in Irkutsk and in Moscow in the framework of THE PEP Partnership on the integration of transport, health and environmental considerations into urban development and planning policies.

40. The Committee **requested** the secretariat to prepare, for the Committee’s consideration at its next session, a document with possible contributions to the Fifth High-Level Meeting of THE PEP that will be in Vienna in 2019.

## D. Intelligent transport systems

*Documentation:* ECE/TRANS/2015/7

41. The Committee **considered:** the outcome of the Joint Belgium-UNECE Workshop on Intelligent Transport Systems (ITS) (Brussels, 17–18 November 2014); the UNECE contribution to the Networked Car conference jointly organized with ITU during the 2014 Geneva Motor Show (6–16 March 2014); the relevant regulatory developments in the different Working Parties, but particularly the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Working Party on Road Traffic Safety (WP.1); and the overall status of implementation of the ITS Road Map that had been launched at its seventy-fourth session (ECE/TRANS/2015/7).

42. Based on these considerations, the Committee:

(a) **made the assessment that** (i) the annual flagship ITS event for UNECE can best be organized when a host country supports it; (ii) the conference at the Geneva Motor Show is a good opportunity to further strengthen links with all stakeholders and also for visibility; (iii) extremely important transport policy and system changes are driven by ITS applications;

(b) **noted** the various activities within several Contracting Parties and further **recognized** the need to harmonize these activities, provide a coordinating role, or launch initiatives to be able to fully embrace the regulatory and policy implications to address the challenges and disseminate best practices;

(c) in this context, **invited** its member States to support actions for covering automated vehicles within the internationally harmonized regulatory framework, as fostering regulatory actions would ensure the benefits that ITS could provide in terms of road safety, environmental protection, energy efficiency and traffic management; and

(d) **invited** WP.1 and WP.29 to investigate different possibilities to increase their cooperation and to optimize synergy within these Working Parties, as the knowledge of the human behaviour in relation to complex technology will be of utmost importance in the future, and as technology and the driver/road user cannot be regulated in isolation from each other.

43. The Committee **noted** that the twenty-second ITS World Congress will take place in Bordeaux, France, on 5–9 October 2015 and **welcomed** the cooperation between the Government of France and the secretariat on organizing the 2015 flagship annual roundtable in Bordeaux during the World Congress.

44. The Committee **also noted** that the World Cyber Security Symposium will take place in mid-April 2015 in the Hague and that a new law is implemented in the Netherlands to arrange controlled ITS pilots on public roads on the basis of special permits granted after a positive analysis and test by RDW.

45. The Committee **invited** its subsidiary bodies **to strengthen** ITS activities linked to infrastructure and all transport modes by addressing ITS issues in an integrated approach, and to report back to the Committee at its next annual session on progress made.

## **E. Assistance to countries with economies in transition**

*Documentation:* ECE/TRANS/2015/8

46. The Committee **noted** the activities in the field of technical assistance and capacity-building vis-à-vis the main directions for future technical assistance, capacity-building activities and policy dialogue by the UNECE Transport Subprogramme, including the Special Programme of Economies of Central Asia (SPECAs) Project Working Group on Transport and Border Crossings (PWG-TBC) serviced jointly with UNESCAP.

47. The Committee **was informed** about ongoing and proposed UNDA-funded projects (ECE/TRANS/2014/8).

## **F. The 10-year review of the implementation of the Almaty Programme of Action and the new Vienna Programme of Action**

*Documentation:* ECE/TRANS/2015/9

48. The Committee **took note** of the comprehensive 10-year review of the implementation of the Almaty Programme of Action (Vienna, 3–5 November 2014) and **expressed its support** for the newly adopted Vienna Programme of Action for 2014–2024.

49. The Committee **was informed** about future United Nations actions in landlocked developing countries and the expected role of the regional commissions in this process for the coming decade.

50. In order to better contribute to the implementation of the Vienna Programme of Action for 2014–2024, the Committee **invited** landlocked developing countries in the ECE region which have not yet acceded to the relevant UN transport legal instruments to consider becoming Contracting Parties; **invited** ITC delegates to attend the workshop on UN Transport Legal Instruments on 27 February 2015.

## G. Inland transport security

51. The Committee **was informed** about the participation of the secretariat at the eleventh session of the International Working Group on Land Transport Security (IWGLTS) (The Hague, the Netherlands; 14–16 May 2014). The IWGLTS was established by G8 on the cooperation and work of G8 countries in shared projects and deliverables, and for sharing policies on land transport security. The theme of the eleventh session was ‘Security threats in the future’.

52. The Committee **expressed its appreciation** for the activities carried out on inland transport security by the relevant Working Parties, in particular, for the results of the rail security work of the Working Party on Rail Transport (SC.2), and **requested** the secretariat to incorporate them into the agenda of the next UNECE Inland Transport Security Forum to be held in autumn 2015.

53. The Committee **noted** the importance of continuing interaction between ITC and UIC on rail security, and **recommended** that the Group of Experts on Improving Safety at Level Crossings make use of the Platform for Security material prepared by UIC, including the List of basic concepts and terms.

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

*Documentation:* ECE/TRANS/2015/10

54. The Committee **took note** of the status of signatures, ratifications and accessions to UN legal instruments on inland transport administered by the Committee and its subsidiary bodies as of 31 December 2014 and **invited** countries, which had not yet done so, to accede to these legal instruments.

# VII. Strategic questions of a modal and thematic nature (agenda item 5)

## A. Project related activities

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

*Documentation:* Informal document No. 9

55. The Committee **expressed its support** for the activities carried out by the Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects, and **urged** all interested parties to resolve pending issues vis-à-vis the management of the TEM and the TER Projects as well as on the location of the TER Project Office; **requested** the project managers to accelerate the delivery of tangible results; **found it** important to ensure cooperation with other corridor initiatives in order to reach synergies; and **requested** the secretariat and the in-kind contributing host or donor countries to complete the administrative procedures without further delay.

## 2. Euro-Asian Transport Links (EATL) Project

*Documentation:* ECE/TRANS/2015/11

56. The Committee **expressed its support** for activities in the field of the Euro-Asian Transport Links (EATL) Project which facilitates an internationally harmonized response to transport demand generated by the growing trade between Europe and Asia; **appreciated** the financial support by certain Governments and organizations, such as the Russian Federation and OSCE; **encouraged** other donors to support the project financially or through in-kind contributions; and **invited** Governments to step up their participation in the final year of the EATL Group of Experts.

57. The Committee **invited** all the Working Parties to consider how they can contribute to the EATL Project; **requested** the EATL Group of Experts to pay attention not only to road and rail, but also to intermodal transport to ensure tangible results at the end of the project; and make the project results sustainable.

58. The Committee **took note** of the third ASEM Transport Ministers' Meeting that would be held in Riga on 29-30 April 2015 during the Latvian Presidency of the European Union and **welcomed** the initiative for an EATL side-event.

## B. Harmonization of vehicle regulations

*Documentation:* ECE/TRANS/WP.29/2014/1/Rev.2, ECE/TRANS/2015/12, ECE/TRANS/WP.29/2015/40, ECE/TRANS/WP.29/2015/41

59. Mr. Antonio Erario, Vice-Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) and AC.1, **informed** the Committee about the most recent developments in the work carried out by 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.29/2014/1/Rev.2). The Committee **noted** that around 40 informal groups worked during 2014 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 134 existing UN Regulations annexed to the 1958 Agreement, 15 UN Global Technical Regulations associated to the 1998 Agreement and 2 UN Rules annexed to the 1997 Agreement.

60. The Committee **noted** the number of Contracting Parties to the 1958 Agreement (51), to the 1998 Agreement (34), and to the 1997 Agreement (12).

61. The Committee **welcomed** the discussions on the importance of periodic technical inspections and the 1997 Agreement for the sake of road safety and environmental protection, and **requested** WP.29 to consider the introduction of harmonized rules on testing equipment, on skills, training and certification of inspectors, as well as on supervision benefiting from recent achievements.

62. The Committee **noted** that the UN Regulations on Retrofit Emission Control (REC) devices and on reusability, recyclability and recoverability of vehicles had entered into force on 17 June 2014. It also **noted** that, in November 2014, the World Forum had adopted new UN Regulations on Hydrogen and fuel cell vehicles (HFCV) and on Pole Side Impact (PSI). The new UN Regulations annexed to the 1958 Agreement were expected to enter into force by mid-2015. It also **noted** that the Executive Committee of the 1998 Agreement had established new Global Technical Regulations (GTRs) on Worldwide harmonized Light vehicle Test Procedures (WLTP) in March 2014 and on tyres in November 2014.

63. Overall, the Committee **welcomed** the four new vehicle regulations and the 70 amendments adopted in 2014 and **requested** the secretariat to seek ways to increase the visibility of vehicle regulations at a global level.

64. The Committee **reviewed** the progress in the development of amendment proposals to the 1958 Agreement and **invited** Governments and the secretariat to explore options for strengthening the application of the Agreement.

65. In particular the Committee **was informed** about the progress made by the World Forum on draft Revision 3 to the 1958 Agreement which incorporates the concept of the International Whole Vehicle Type Approval (IWVTA) system and on increasing the attractiveness of the Agreement for further accessions of emerging economies by allowing the application of previous versions of UN Regulations (ECE/TRANS/2015/12, ECE/TRANS/WP.29/2015/40 and ECE/TRANS/WP.29/2015/41).

### C. Road safety

*Documentation:* ECE/TRANS/2015/13, ECE/TRANS/2012/4 and Corrs. 1 and 2

66. Ms. Luciana Iorio, Chair of WP.1, **informed** the Committee about the main achievements of WP.1 in 2014. The Committee **recalled** that it had adopted the UNECE Plan for the Implementation of the UN Decade of Action (ECE/TRANS/2012/4 and Corrs. 1 and 2) in 2012. The UNECE Plan was directly aligned with the United Nations Global Plan for the Decade of Action for Road Safety and aims to achieve the overall road safety goals of UNECE by addressing priority areas of work, as well as implementing continuous and future actions for each goal in and beyond its geographical area. The secretariat provided the Committee with a progress report on the implementation of the road safety goals of UNECE across its priority areas of work from 2011 to 2014 (ECE/TRANS/2015/13). The Committee **welcomed** progress in the implementation of the UN Decade of Action on Road Safety in the UNECE region across its priority areas of work from 2011 to 2014; and **requested** the preparation of a publication highlighting road safety activities implemented in the UNECE region in the framework of the UN Decade as its contribution to the mid-term review of the Decade during the Second Global High-Level Conference on Road Safety (Brasilia, Brazil, 18–19 November 2015). The publication will be prepared on the basis of ECE/TRANS/2015/13.

67. The Committee **took note** of the amendment proposal on driver assistance system and registration plates to the 1968 Convention on Road Traffic carried out by WP.1. The secretariat will also review the apparent incompatibility of driving permit categories between Annexes 6 and 7 of the 1968 Convention on Road Traffic (related to domestic and international driving permits) and the European Union's Directive on Driving Licences (2006/126/EC). The Committee was **informed** about a WP.1 agreement on the "correspondence links" which will enable the issuance of international driving permits.

68. The secretariat briefed the Committee about the work and achievements of two Groups of Experts: Road Signs and Signals, and Improving Safety at Level Crossings. To raise awareness on safety at level crossings, the Committee was **invited to view** a short film produced by the UNECE Transport Division in partnership with the Federal Office of Transport of the Swiss Confederation and the International Union of Railways. The film highlights dangers and suggests possible solutions.

69. The Committee **urged** the Contracting Parties that had not yet done so, to update the database on road signs and signals so that the Group of Experts on Road Signs and Signals could continue its activities in optimal conditions.

70. At its seventy-sixth session, the Committee had requested that a “Road Safety Treaty Day” be organized by the UNECE Transport Division, the UN Office of Legal Affairs, the Regional Commissions’ New York Office and IRU. The secretariat **informed** the Committee about the event that had taken place on 5 June 2014 at the United Nations Headquarters in New York.

71. The Committee **was informed** about a regional road safety capacity-building workshop organized with the Government of Serbia (Ministry of Construction, Traffic and Infrastructure and Road Traffic Safety Agency) and Regional Cooperation Council. The event – co-financed by Global Road Safety Facility – had taken place on 15–16 October 2014 in Belgrade.

72. The Committee **was informed** about a two-day capacity-building workshop on increasing the awareness of government officials in Africa on existing UN road safety legal instruments and effective approaches to preventing drink driving. The workshop had been organized with the International Center for Alcohol Policies (ICAP) and kindly hosted by the United Nations Economic Commission for Africa (Addis Ababa, 12–13 November 2014). The event had been part of the cooperation between ICAP and UNECE in addressing alcohol-related road traffic accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists.

73. The Committee **took note** of the development of the SafeFITS project and **encouraged** member States to support the project and its envisaged application as much as possible by providing the secretariat with relevant national data and information and agreed to present this project to the related subsidiary bodies (WP.1, SC.1 and WP.29, etc.).

74. The Committee **welcomed** the information that a new UNDA-funded road safety project was about to start; however **found it disappointing** that so limited financial resources had been allocated to support improved road safety in four countries; and **invited** Governments and other stakeholders to match funds for the sake of more in-depth analyses leading to policy interventions.

75. The Committee **invited** member States to exchange information on their road safety strategies.

76. The Committee **encouraged** Governments and other stakeholders to expand their participation in the activities of UNECE in order to contribute to the achievement of the goals of the UN Decade of Action for Road Safety and **invited** Governments and other donors to contribute to the implementation of the UNECE Road Safety Action Plan.

## D. Road transport

*Documentation:* ECE/TRANS/2015/14

77. The Committee **took note** of the results of the work of the Group of Experts of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR). In particular, the Committee **was informed** about adoption by the Working Party on Road Transport (SC.1) (28-29 October 2014) of the report of the AETR Group of Experts on its work and accomplishments (ECE/TRANS/2015/14). The Committee was also **informed** about the recommendation of SC.1 to extend the mandate of the AETR Group of Experts until June 2017. As per ECE/EX/2/Rev.1, the Committee evaluated ECE/TRANS/2015/14 and **decided** that the mandate of the Group of Experts should be recommended for extension in order to continue its work. The Committee **noted** the concern of the Russian Federation related to the insufficient progress made by the AETR Group of Experts regarding the revision of Article 22 bis, which, according to the Russian delegation, does not allow for equal participation of countries in the development

of uniform requirements for digital tachographs within the AETR Agreement, and for the creation of a unified system for their certification.

78. The Committee **was informed** about the request of SC.1 to hold a special session (scheduled for 27 April 2015) on extending the Memorandum of Understanding between the UNECE and European Commission services which recognizes the Joint Research Centre (JRC) as the authority responsible for Root and Interoperability Certification for non-EU AETR Contracting Parties.

79. The Committee **was informed** about amendment proposals – adopted by SC.1 in October 2014 – which incorporate selected “e-mobility” issues into the European Agreement on Main International Traffic Arteries (AGR). The Committee **welcomed information** on a proposal of the Working Party on Road Transport (SC.1) to amend Article 14 of the AETR Agreement to allow accession by Algeria, Jordan, Morocco and Tunisia and **requested** the secretariat to inform the Committee at its next session on progress achieved.

80. The Committee **was informed** about recent developments in 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 (Geneva, 28–29 April 2015) to further discuss and, if possible, finalize the draft OmniBus Agreement.

81. In response to its request to be updated about conventions that are still not in force, the Committee **was informed** that the Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR) of 5 July 1978 and the General Agreement on Economic Regulations for International Road Transport of 17 March 1954 had not yet entered into force.

## **E. Rail transport**

*Documentation:* ECE/TRANS/SC.2/222, ECE/TRANS/2015/15

82. The Committee **was informed** about the results of the sixty-eighth session of the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/222). The Committee **took note** of the activities of SC.2 and **expressed its support** for the efforts of SC.2 to increase railways competitiveness and efficiency; and **noted** the importance of developing the master plan for high-speed railways and of cooperation with the TER project.

83. The Committee **welcomed** cooperation between SC.2 and the Working Party on Customs Questions affecting Transport (WP.30) in monitoring the implementation of Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods (1982) and **requested** the secretariat to prepare a report for the next session of the Committee.

84. In accordance with decision 25 of its seventy-sixth session, the Committee **took note** of the activities related to the development of a new Convention on the facilitation of border-crossing for international passenger railway operations; and **recommended** to the interested parties to continue the work on the formulation of a draft convention within the Informal Expert Group on the Development of a New Convention on the Facilitation of Crossing of Frontiers for Passengers and Baggage Carried by Rail with an aim to review the results of such work in an appropriate manner, first in SC.2 and WP.30 and then at the Committee at its seventy-eighth session.

85. The Committee **was also informed** about the results of the workshop on ‘How to increase railways competitiveness’ held during the last session of SC.2.

86. The Committee **took note** of the results of the Group of Experts on Unified Railway Law, and **called upon** all involved parties to fine-tune the wording both substantively and linguistically in three languages (English, French and Russian) and reach a decision on an appropriate management system for unified railway law; **called upon** the secretariat to **ensure** that all relevant documentation for the Group's meetings during 2015 (February, June, November), such as agendas, reports and series of official documents, is provided in the three official languages of UNECE on time. In this context, the Committee **considered** document (ECE/TRANS/2015/15) prepared by the secretariat that includes all the relevant, negotiated and so far agreed upon legal provisions to be included in a new international legal railway regime.

87. The Committee **noted** that its Bureau had, on an exceptional basis, approved the extension of the mandate of the Group of Experts for one more year in order to avoid losing the momentum that had been created; and submitted this request to EXCOM at its meeting on 17 December 2014; and **noted with satisfaction** that EXCOM had approved the extension of the mandate of the Group of Experts.

## F. Intermodal transport and logistics

*Documentation:* ECE/TRANS/WP.24/135, ECE/TRANS/WP.24/2014/3, Informal Document No. 10, Informal Document No. 11, ECE/TRANS/2015/16

88. The Committee **was informed** about the results of the fifty-seventh session of the Working Party on Intermodal Transport and Logistics (WP.24) (ECE/TRANS/WP.24/135). The Committee **agreed** to include the intermodal aspects of the various consignment notes for the various modalities and the digitalisation of those consignment notes, and **took note** of the wish to update the AGTC Agreement and its protocol with a view to operationalize the information in a web-based format. The Committee **expressed its views** about the work on: (i) intermodal transport terminals, (ii) preparing National Master Plans on freight transport and logistics, and (iii) climate change and intermodal transport. As the geographical location of many logistics centres are limited to agglomerations, the Committee **gave guidance** to the Working Party on the nexus of freight logistics and cities.

89. The Committee **was informed** about the results of the workshop held on "Role of freight forwarders and logistics in intermodal transport chains". The workshop had been hosted by the Federal Public Service (FPS) – Mobility and Transport of Belgium (Brussels, 12 and 13 June 2014). Experts from the Governments of Belgium and Turkey attended, as well as representatives of the European Union and many non-governmental organizations and industry groups. The workshop had discussed the situation of freight forwarders in different countries, their direct or indirect involvement in the development of intermodal transport and logistics and the pros and cons for international provisions determining admission to the freight forwarding profession.

90. The Committee: **noted with satisfaction** that, following its endorsement of the CTU Code at its seventy-sixth session (ECE/TRANS/240, para. 59), IMO and ILO had endorsed the Code in July 2014 and November 2014, respectively; and **expressed its strong support** for the wide dissemination and application of the new non-mandatory CTU Code; **invited** key stakeholders, including Governments and the transport industry, to use the new CTU code as it would enhance safety, including the safety of workers and the general public, during handling and transport of containers at sea and on land; and **invited** the secretariat to explore the possibility of developing e-training on the CTU-Code. UNECE hosts a website dedicated to the CTU Code, including other language versions (see [www2.unece.org/wiki/display/TransportSustainableCTUCode/CTU+Code](http://www2.unece.org/wiki/display/TransportSustainableCTUCode/CTU+Code)).

## G. Inland water transport

*Documentation:* ECE/TRANS/SC.3/197

91. The Committee **was informed** about the latest activities of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/197). In particular, the Committee **noted** that the amendments to the main text of the European Agreement on Main Inland Waterways of International Importance (AGN) had entered into force on 7 November 2014.

92. The Committee **reminded** of its decisions regarding the recommendations in the White Paper on Efficient Inland Water Transport in Europe published in 2011 and **requested** the Working Party on Inland Water Transport (SC.3), the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (WP.3) and the secretariat to report on the status of implementation of the White Paper recommendations at the seventy-eighth session of the Committee.

93. The Committee **noted** that the International Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation (IEG), met and agreed, for reasons of efficiency, not to establish a formal group but to continue working on this issue with an informal group of experts.

94. 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, SC.3 discussed the key topics of such a conference at its fifty-eighth session.

95. The Committee **noted** the finalization of the European Code for Inland Waterways (CEVNI, revision 5), which was planned to be published in the first half of 2015.. This revision constitutes the framework and the core set of standard regulations for rules of the road and signalization on European inland waterways. The Committee **expressed its support** for 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).

96. In response to its request to be updated about conventions that are still not in force, the Committee **was informed** that the Protocol to the Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), of 5 July 1978; the Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterways (CVN), of 5 July 1978; the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN), of 6 February 1976; and the Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), of 1 March 1973 had not yet entered into force.

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

*Documentation:* ECE/TRANS/2015/17

97. Ms. Helen Metaxa-Mariatou, Chair of WP.30 and Mr. Henrik Lindström, Chair of WP.30/AC.2, **informed** the Committee about the main achievements in 2014 of WP.30 and WP.30/AC.2 respectively. The Committee **expressed its support** for the outcome of recent activities in the framework of WP.30, in particular, to strengthen the Harmonization Convention, 1982 and the TIR Convention, 1975.

98. In this respect, the Committee **welcomed** progress made in further elaborating the new provisions of Annex 9, Part 3 of the TIR Convention aimed at strengthening the

accountability and transparency of TIR operations carried out by the international organization authorized to ensure the international guarantee system and to print and distribute TIR Carnets.

99. Furthermore, the Committee **took note** of the contribution of TIR Contracting Parties aimed at further improving and amending the provisions of the TIR Convention and the establishment of an informal group of countries interested in discussing in detail the various aspects of an increased number of members and a wider geographical representation of the TIRExB membership.

100. The Committee **expressed concern** related to the problems in the implementation of the TIR Convention in certain Contracting Parties, i.e. the Russian Federation and Ukraine, as is laid out in the Reports of WP.30 and AC.2: ECE/TRANS/WP.30/276, paras. 25-31 and ECE/TRANS/WP.30/AC.2/121, paras. 28-31; and **took note** of the efforts and activities undertaken by Governments, the TIR bodies, the secretariat and other stakeholders in seeking a solution.

101. The Committee **reiterated its call** for full respect of the provisions of the TIR Convention, including the obligation of Contracting Parties, in accordance with its Article 42 bis, to communicate any planned measure that may have an impact on the implementation of the TIR Convention, in a timely manner to the TIR Executive Board or the Administrative Committee; in this context, the Committee **took note** of the announcement of the Russian Federation on the extension of the contract between the Federal Customs Service of the Russian Federation (FCS) and ASMAP, the TIR guaranteeing association of the Russian Federation, until 30 June 2015.

102. The Committee **welcomed** progress in the eTIR Project and, to ensure its continuation, including the various currently conducted pilot projects, **approved** the prolongation of the mandate of the WP.30 Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to the year 2015.

103. The Committee was **informed** that in 2014, WP.30 addressed the key legal aspects of the computerization of the TIR procedure. The Committee **noted** that, having considered the basic starting points of designing the eTIR legal framework, WP.30 recommended the establishment of a formal Group of Experts with the objective of drafting a Protocol on the basis of which Contracting Parties could negotiate and endorsed the provisional Terms of Reference (ToR) and Programme of Work of such an Expert Group, as presented in document ECE/TRANS/WP.30/2014/14. The Committee in addition, **approved**, subject to endorsement by EXCOM, the establishment of a Group of Experts on Legal Aspects of the Computerization of the TIR Procedure, whose main task would be to provide a specialized and dedicated international platform with the objective of developing the eTIR legal framework. In this context, the Committee also **noted** that UNECE shall provide secretariat services for the activities of the Group of Experts within its existing staff capacity and that the translation of required documents for and simultaneous interpretation of sessions into English, French and Russian, shall be ensured by the secretariat with the support of the services provided by UNOG.

104. The Committee **was further informed** about the recent interest of countries to join the TIR Convention, in particular, China and Pakistan. To further facilitate the promotion of the TIR Convention, the Committee **agreed** that, pursuant to ECOSOC Resolution 1984/79, the secretariat should continue to ensure that the TIR Handbook be made available in the six official United Nations languages to further facilitate the promotion of the TIR Convention; and **called for** further efforts to expand the use of the TIR Convention by new accessions to the system.

105. The Committee **requested** the secretariat to ensure the translation of the Customs Convention on the Temporary Importation of Private Road Vehicles (1954) and

Commercial Road Vehicles (1956), subject to availability of resources, in the Arabic language in order to further promote the accession to and implementation of the Convention.

106. The Committee **welcomed** the entry into force of the Harmonization Convention in three new countries (Iran (Islamic Republic of), Morocco and Tajikistan). Furthermore, the Committee **supported** the decision of the Administrative Committee of the Convention to consider the possibility of developing new annexes to the Convention on border crossing procedures at seaports as well as on performance indicators.

107. The Committee **encouraged** Contracting Parties to continue systematically pursuing surveys of the implementation of Annex 8 and Annex 9 of the Convention in order to facilitate monitoring of the implementation of these two most important annexes.

108. In response to its request to be updated about conventions that are still not in force, the Committee was **informed** that the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes, signed in Geneva on 9 February 2006 had not yet entered into force.

## I. Transport of dangerous goods

*Documentation:* ST/SG/AC.10/C.3/90 and Add.1, ST/SG/AC.10/C.3/92 ST/SG/AC.10/C.4/54, ST/SG/AC.10/C.4/56, ST/SG/AC.10/42 and Add.1–3, ECE/TRANS/WP.15/222 and Corrs.1 and 2 and Add.1 and Add.1/Corr.1, ECE/TRANS/WP.15/224, ECE/TRANS/WP.15/226, ECE/TRANS/WP.15/AC.1/134 and Add.1 and 2, ECE/TRANS/WP.15/AC.1/136 and Corr.1, ECE/TRANS/WP.15/AC.1/2014/52, ECE/TRANS/WP.15/AC.2/52 and Corr.1, ECE/TRANS/WP.15/AC.2/54, ECE/ADN/27 and Corr.1 and Add.1 and Add.1/Corr.1, ECE/ADN/29, ECE/ADN/31, ECE/TRANS/242; ECE/TRANS/243

109. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council had met from 23 June to 2 July 2014 (see report ST/SG/AC.10/C.3/90 and Add.1) and from 1 to 9 December 2014 (see report ST/SG/AC.10/C.3/92). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals had met from 2 to 4 July 2014 (see report ST/SG/AC.10/C.4/54) and from 10 to 12 December 2014 (see report ST/SG/AC.10/C.4/56).

110. The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals itself had held its seventh session on 12 December 2014, to consider the work of both Sub-Committees over the 2013–2014 biennium (see report ST/SG/AC.10/42). It had adopted recommendations (ST/SG/AC.10/42/Add.1–3) that would be reflected in publications to be prepared by the secretariat in 2015 (nineteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; sixth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and sixth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals).

111. The Committee **noted** that the number of Contracting Parties to the ADR had 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. The Committee **urged** the Contracting Parties to ADR that had not yet acceded to the 1993 Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR (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 accede to the Protocol in order to allow its entry into force.

112. The Committee also **noted** that Belgium had acceded to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in June 2014 bringing the number of Contracting Parties to eighteen.

113. Mr. José Alberto Franco (Portugal), Chair of WP.15, **informed** the Committee about the main achievements of WP.15 in 2014. The Committee **noted** that the draft amendments to Annexes A and B of the ADR adopted in 2012, 2013 and May 2014 for an intended entry into force on 1 January 2015 —as reproduced in ECE/TRANS/WP.15/222 and Corrs. 1 and 2 and ECE/TRANS/WP.15/222/Add.1 and Corr.1 — had been transmitted to the Secretary-General by the Government of Portugal, and thereafter by the Secretary-General to Contracting Parties for acceptance. They had been deemed accepted on 1 October 2014 and entered into force on 1 January 2015. The secretariat had published accordingly a new “2015” consolidated edition of ADR (ECE/TRANS/242, Vols. I and II).

114. Similarly, draft amendments to the Regulations annexed to ADN adopted in 2012, 2013 and January 2014, as reproduced in ECE/ADN/27, had been deemed accepted on 1 October 2014 for entry into force on 1 January 2015. Other amendments adopted in August 2014, reproduced in ECE/ADN/27/Corr.1 and ECE/ADN/27/Add.1 and Add.1/Corr.1, had also been circulated for acceptance and entry into force on 1 January 2013. The secretariat was in the process of publishing accordingly a new “2015” consolidated edition of ADN (ECE/TRANS/243, Vols. I and II).

115. The Committee **noted** that other draft amendments to ADR, RID and ADN had been adopted by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, by the Working Party itself and by the Joint Meeting of Experts on the Regulations annexed to ADN, which were intended to enter into force on 1 January 2017.

116. The Committee **recalled** that the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods had launched a pilot project for a safety database related to the mandatory reporting of occurrences during inland transport of dangerous goods and to risk evaluation. It had been agreed that the secretariat could host the database and allow member States to access it through the UNECE website. The Committee had encouraged Contracting Parties to RID, ADR and ADN to participate actively in this project with the aim of archiving all relevant data that are essential for decision-making in the development of regulatory measures on the basis of risk analysis and assessment (ECE/TRANS/240, para 79). A new version of the database module had been made available on the UNECE website for carrying out of the pilot project with data inputs from 8 volunteer member States. The Committee **noted** that, at its spring 2015 session, the Joint Meeting would consider the different possible ways of entering data in the database and of extracting information. Three possible options were presented in document ECE/TRANS/WP.15/AC.1/2014/52. Concerning the proposed safety database related to the mandatory reporting of occurrences during inland transport of dangerous goods and to risk evaluation, the Committee **invited** member States to consider the options presented in document ECE/TRANS/WP.15/AC.1/2014/52 of entering data in and extracting information from the database, before the spring 2015 session of the RID/ADR/ADN Joint Meeting so that a decision may be taken on the way forward, and **encouraged** those which have not yet volunteered to provide inputs.

117. In response to its request to be updated about conventions that are still not in force, the Committee **was informed** that, in addition to the 1993 Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR (see above), the Convention on Civil Liability for Damage

caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD) had not yet entered into force. CRTD had been adopted by the Committee on 10 October 1989 and opened for signature on 1 February 1990.

## **J. Transport of perishable foodstuffs**

*Documentation:* ECE/TRANS/WP.11/224, ECE/TRANS/WP.11/226,  
ECE/TRANS/WP.11/231

118. The Committee **noted** that the 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-ninth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in 2013 would, barring any objection, be considered accepted on 31 March 2015.

119. The Committee also **noted** that at its seventieth session in 2014, WP.11 had adopted comprehensive new testing provisions for equipment that can be used for both cooling and heating and agreed to ban the use of insulated equipment with non-rigid walls (curtain-sided bodies) for ATP transport after an adequate transitional period (ECE/TRANS/WP.11/231, Annex I).

120. The Committee **noted** that WP.11 had discussed its decision-making procedures and established an informal working group under the leadership of Belgium to discuss the issue in greater detail.

121. The Committee **noted** the importance of ensuring the coverage of the ATP in intermodal transport. Currently, ATP does not apply when a journey includes a sea crossing above 150 km in length. This means that carriage of perishable foodstuffs that includes a sea crossing from Rotterdam to Newcastle would be outside the scope of the ATP whereas for the same shipment transported via Calais to Dover the ATP would apply.

122. The Committee **further noted** that the ATP does not contain a definition of "perishable foodstuffs" and does not apply to the carriage of fresh fruit and vegetables.

123. The Committee **noted** that WP.11 had discussed various options for extending the scope of the ATP to include the carriage of fresh fruit and vegetables, including adding an annex that recommends rather than prescribes temperature conditions for the carriage of fresh fruit and vegetables, or the conclusion of multilateral agreements in accordance with article 7 of the ATP among countries that wish to extend the coverage of ATP to fresh fruit and vegetables.

124. The Committee also **noted** that a letter had been sent by the Executive Secretary of UNECE to Ministers of Foreign Affairs of ATP Contracting Parties requesting the name of the authority competent to sign any future multilateral agreements established under the ATP on behalf of its country.

125. The Committee **noted with satisfaction** that Saudi Arabia had acceded to the ATP in January 2015 bringing the number of Contracting Parties to 49.

126. The Committee **approved** the adoption by WP.11 at its last session in 2014 of its Work Plan for 2014–2018 (ECE/TRANS/WP.11/231, Annex III), which should replace the draft Work Plan for WP.11 contained in ECE/TRANS/2014/26.

## K. Transport statistics and data

*Documentation:* Informal document No. 12

127. The Committee was **informed** of the transport statistics activities and the status of the 2015 E-Road and E-Rail Traffic Census Programmes in accordance with Resolutions No. 261 and 262 adopted at its seventy-sixth session in 2014 (Informal document No. 12).

## VIII. 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 6)

128. 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.

## IX. Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2014 (agenda item 7)

*Documentation:* ECE/TRANS/2015/18, ECE/TRANS/2015/19

129. The Committee **welcomed** the comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2014 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; **considered it important** to step up technical assistance to countries that wish to accede to these transport conventions or wish to improve their implementation and **requested** the secretariat to explore the feasibility of setting up fund-raising mechanisms, such as a trust fund, dedicated to this cause.

130. The Committee **took into consideration** the expected challenges for ITC and its subsidiary bodies in 2015 as contained in ECE/TRANS/2015/19 and **requested** the secretariat to explore innovative ways for strengthening its support to the Committee and its subsidiary bodies, as well as to the treaty bodies of the legal instruments under their purview and to present its findings in an official document at the next Committee session.

## X. Issues for approval by the Committee and of an informative character: Approval of the reports of the Committee's subsidiary bodies (agenda item 8)

**Documentation:** ECE/TRANS/WP.1/147, ECE/TRANS/WP.5/56, ECE/TRANS/WP.6/167, ECE/TRANS/WP.11/231, ECE/TRANS/WP.15/224, ECE/TRANS/WP.15/226, ECE/TRANS/WP.15/AC.1/134 and Add.1 and 2, ECE/TRANS/WP.15/AC.1/136 and Corr.1, ECE/TRANS/WP.15/AC.2/52 and Corr.1, ECE/TRANS/WP.15/AC.2/54, ECE/TRANS/WP.24/135, ECE/TRANS/WP.29/1108, ECE/TRANS/WP.29/1110, ECE/TRANS/WP.29/1112, ECE/TRANS/WP.30/272, ECE/TRANS/WP.30/274, ECE/TRANS/WP.30/276, ECE/TRANS/WP.30/AC.2/117 and Corr.1 and 2, ECE/TRANS/WP.30/AC.2/119, ECE/TRANS/WP.30/AC.2/121 and Corr.1, ECE/TRANS/WP.30/AC.3/20, ECE/TRANS/SC.1/S/394, ECE/TRANS/SC.2/222, ECE/TRANS/SC.3/197

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

## **XI. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 9)**

*Documentation:* ECE/TRANS/2015/20

132. The Committee **considered** document ECE/TRANS/2015/20, containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2014. The Committee **referred** to the decisions of the Bureau under the relevant items of its agenda.

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

## **XII. Activities of the Commission and report of the Committee to the Executive Committee (agenda item 10)**

134. The Committee was **informed** about the preparations for the sixty-sixth session of the Economic Commission for Europe, which will be held in Geneva from, 14–16 April 2015. The Committee **gave guidance to** its Chair on the key messages in the report — to be prepared in consultation with the secretariat — for the UNECE Executive Committee at a future session.

## **XIII. List of publications for the period 2016–2017 (agenda item 11)**

*Documentation:* ECE/TRANS/2015/21

135. The Committee **endorsed** the planned list of publications for the biennium 2016–2017 and requested the secretariat to continue its efforts to arrange for hard-copy publications.

## **XIV. Schedule of meetings in 2015 (agenda item 12)**

*Documentation:* ECE/TRANS/2015/22

136. The Committee **adopted** its schedule of meetings in 2015 and from January to March 2016 (ECE/TRANS/2015/22) with some modifications (to be issued as ECE/TRANS/2015/22/Rev.1).

## **XV. Transport developments in the European Union (agenda item 13)**

*Documentation:* ECE/TRANS/2015/23

137. The Committee **was informed** by a representative of the European Commission, Directorate-General for Mobility and Transport, about the most important legislative and policy initiatives in transport undertaken by the European Union in 2014.

**XVI. Developments related to the work of the International Transport Forum (agenda item 14)**

138. The Committee **was informed** by a representative of the International Transport Forum about the latest developments in their work.

**XVII. Activities of other organizations of interest to the Committee (agenda item 15)**

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

**XVIII. Any other business. Date of next session (agenda item 16)**

140. Committee **noted** that its seventy-eighth session was tentatively scheduled to be held in Geneva from 23 to 25 February 2016.

**XIX. Adoption of the list of main decisions of the seventy-seventh session (agenda item 17)**

141. The Committee **adopted** the list of main decisions at its seventy-seventh session (Informal document ITC (2015) No. 14).

## Annex

### **Policy segment on “Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era” (24 February 2015)**

#### **Chair’s conclusions**

##### **I. Introduction**

1. The session was opened by a keynote speech from Mr. Nicolas Meilhan, Principal Consultant of Energy & Transportation Practices, Frost & Sullivan, France. The session was followed by two panels with presentations from high-level speakers: Mr. Nikolay Asaul, Deputy Minister of Transport of the Russian Federation; Mr. Janos Monigl, Chief Engineer for transport system planning, FÖMTERV, Hungary; Mr. Vojko Obersnel, M.S., Mayor, City of Rijeka, Croatia; Mr. Jos Arts, Rijkswaterstaat Directorate Traffic and Water Management, Netherlands; Mr. Yuri Ilyin, Vice-Mayor, City of Almaty, Kazakhstan; Mr. Gregory Dimitriadis, Chair of the Board and CEO, Athens Urban Transport Organization, Greece; and Mr. Blaise Hochstrasser, Directeur général à la Direction Générale des Transports de l'Etat de Genève, Switzerland. The panellists were followed by interventions from Ms. Isabelle Dorliat-Pouzet, Sous-Préfète de Saint-Julien-en-Genevois, Sous-préfecture de Saint-Julien-en-Genevois and Mr. Robert Stein, Engineer, CEO, CargoCap GmbH, Germany.

2. The policy segment was opened by statements from Mr. Christian Friis-Bach, Executive Secretary of UNECE; Mr. Matthias Rinderknecht, Honorary Chair and Moderator of the policy segment, Chair of the Transport, Health and Environment Pan-European Programme (THE PEP) of the International Affairs, Federal Office of Transport, Switzerland; and Mrs. Eva Molnar, Director of UNECE Transport Division. The segment was moderated by Mr. Rinderknecht. More than 170 participants from 44 countries, including 13 countries outside the ECE region, the European Commission, and 36 international and non-governmental organizations attended the event.

3. The year 2015 was a milestone, the year when the final negotiations for a new sustainable development framework for the post-2015 era in the form of the SDGs were expected to be completed. Although the importance of transport and mobility for accelerating the pace of achieving sustainable development is undeniable, the inclusion of transport priorities in the SDG framework would be subject to the outcome of the above-mentioned final negotiations.

4. Transport is central in economic and social development and a driver for sustainable growth by providing access to markets and supply chains. As such, transport affects, and is a precondition for, social, economic and environmental sustainability. However, to meet its full potential in contributing to sustainable development and poverty alleviation, a high level of political will is needed to decouple economic growth from impacts such as air pollution and traffic accidents. By making mobility safer, cleaner and more efficient, the transport sector can address these challenges, while ensuring the shift to sustainable low-carbon societies and cities. Thus, the choice for this year’s policy segment on “Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era” was a reminder that transport’s position in the post-2015 sustainable development agenda is of paramount importance.

5. Sustainable transport and mobility are at the core of the work of the Inland Transport Committee (ITC), which is a unique intergovernmental body specialized in inland transport (road, rail, inland water, intermodal, dangerous goods transport, vehicle regulations, border crossing facilitation) and, thus, the centre of transport conventions and agreements.

## II. Main insights

6. Participants at the policy segment agreed that, globally, cities grow rapidly in developing countries and the ensuing, accelerating demand for freight and personal mobility almost invariably leads to an increase in private vehicle ownership and use. This broad picture, with some variations, cuts across developed and developing economies. Without innovative transport policy interventions and innovations, individual car use will continue to grow and so will the negative impacts associated with it such as congestion, pollution, safety risks and climate change. The response of many countries has been the introduction of economic instruments, such as congestion charges so as to discourage private vehicles use, or incentives such as zero taxes and price subsidies for low/zero-emissions vehicles to encourage active demand for new technologies.

7. The following are broad conclusions from the discussions. The situation is particularly alarming in the majority of cases where rapid motorization often goes hand-in-hand with the rapid growth of cities, thus leading to acute problems of pollution having strong impacts on human health and environmental deterioration, as in the case of Almaty where over 80 per cent of pollution comes from motorized transport.

8. One way of dealing with these types of problems is by diversification of the energy base of transport and activating the market for electric vehicles, through infrastructure and incentive policies. In Rotterdam, which is one of the leading cities in electric transport, the Dutch government has promoted electric mobility through reduced tax rates for electric and hybrid vehicles and has also installed public charging stations throughout the city's streets and car parks, as part of a national network of charging stations.

9. On the other hand, while embracing electric cars would reduce carbon emissions, this would not address the problem of limited space for individual ownership and parking. To address these, alternative ways of moving people and goods in urban environments are constantly being developed. Change is happening in existing solutions such as vehicle sharing – car, scooter and bike – or ride sharing, which are rapidly becoming convenient via new technology / ITS and social media.

10. Another, more traditional way, of addressing space shortage, is the development of public transport. In the broader Geneva area, where space is a very limited commodity and trans-border mobility a central feature of economic life, a principle of multi-modality, or perhaps “dynamic multi-modality”, is followed — whereby each day, depending on where passengers go and what they carry with them, the mode of travel could change. The result is smarter urban transport systems that make it possible to seamlessly cross several transport modes to reach one's destination. Another good practice was showcased in Budapest, where the Urban and Suburban Transit Association of the city was able to coordinate and manage all modes of urban and suburban transportation systems “as one”, on topics such as fleet renewal or the development of a single e-pay system for all modes of public transportation.

11. In a similar vein, Athens has shown how important demand-side policies can be in reversing trends. By redesigning the bus network to promote intermodality, implementing a new product policy to motivate passengers and re-branding the transport authority as Transport for Athens, “One city - One network”. Other actions have included the use of

smart technology and innovations. All these actions have led to a more positive, public view of the changed system which has also improved the financial results of the authority.

12. Innovations do not stop with 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, without any doubt, needed. However, these are also risky undertakings with huge impacts on the national performance of the sector and, in the end, on the economy and the society as a whole. Innovations, thus, need to be designed in an informed and systematic way. The importance of the institutional dimension, in finding solutions that work, was showcased in Moscow, where a special body was set up – the Directorate of the Moscow Transport Hub – to coordinate and implement transport policy and action between federal, regional and local authorities. Crossing over jurisdictions is a key challenge, a reminder that the borders between local, national and international are very relative, and that the separations of the “first mile” from the “last mile” may often be artificial.

13. It is with this connection between the first and the last mile, that Rijeka showed the efficiency of the steps taken at the historic port city to improve the road and railway connections to the hinterlands of Croatia, and into the rest of Central Europe, and without jeopardizing the inner-city mobility of Rijeka nor the role of a well-designed transport development plan in economic revitalisation.

### III. Conclusion

14. In conclusion, the policy segment underlined the following themes:

- Seamless transport and mobility require integration between urban-suburban-regional-national and international levels;
- In the future far more attention needs to be given to the co-existence of motorized and non-motorized transport, where pedestrians and cyclists benefit at the same time from infrastructure and land use planning as they contribute actively to their health and a viable environment but without compromising their safety;
- Public transport remains at the forefront of the transition to sustainable transport and will therefore require heavy investment both on the transport supply side, as well as in changing perceptions and behaviour of passengers;
- Special challenges include port cities, trans-frontier mobility and city logistics;
- Ministries of transport have an important role to play in ensuring national coherence for sustainable urban transport and mobility;
- New technologies create challenges but also unique opportunities.

15. The successful transformation of transport systems to meet the challenges of efficiently moving people and goods in the years to come requires learning from others, as well as an adaptation of this knowledge to specific local circumstances. For this, exchange and dissemination of good practices is needed.

16. Solutions are not only technology-driven – indeed, very often the most effective solutions are policy-driven or rooted in institutional/jurisdictional redesign. For governments to stay ahead of the curve, constant analysis of the ongoing trends is necessary, as well as decisions on the most appropriate ways to encourage, accelerate and support the most suitable changes at the appropriate level. Such changes may be large-

scale, even risky, undertakings with huge impacts on the national economic performance, and therefore they must be designed in a professional way. Efforts can be helped by exchanges of information on the experiences of the different governments and the UNECE secretariat could play a significant role in this.

17. The policy segment made clear the role that ITC can play as an international platform in providing assistance to policymakers, disseminating best practices, providing capacity-building and carrying out analytical activities. For this reason, the ITC decided to regularly review the developments in urban mobility and transport with regard to sustainability, and particularly, the inter-linkages between urban, regional, national and international transport networks and services and in this regard, requested the secretariat to follow-up on this matter.

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