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Inland Transport Committee

Working Party on Rail Transport

Sixty-sixth session

Geneva, 8–9 November 2012

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the sixty-sixth session

to be held at the Palais des Nations in Geneva
starting at 10.00 a.m. on Thursday, 8 November 2012^{1, 2}

I. Provisional agenda

1. Adoption of the agenda.
2. Adoption of the report of the sixty-fifth session.
3. Railway infrastructure financing and Public-Private Partnerships.
4. European Agreement on Main International Railway Lines (AGC Agreement):
 - (a) Status of the AGC Agreement and adopted amendment proposals;

¹ For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website www.unece.org/trans/main/sc2/sc2.html. On an exceptional basis, documents may also be obtained by e-mail (sc.2@unece.org) or by fax (+41 22-917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

² Delegates are requested to complete the registration form available for download at the UNECE Transport Division's website www.unece.org/trans/registfr.html. It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (carole.marilley@unece.org) or by fax (+41 22-917 0039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 740 30). For a map of the Palais des Nations and other useful information, see website www.unece.org/meetings/practical.htm.

- (b) Amendment proposals (updating and extending the AGC network);
- (c) Amendment proposals (minimum infrastructure and performance standards).
- 5. Rail Security.
- 6. Trans-European Railway (TER) project.
- 7. Euro-Asian rail transport.
- 8. High-Speed Trains.
- 9. Intelligent Transport Systems and other technological applications for Rail Transport.
- 10. Productivity in rail transport.
- 11. Towards unified railway law in the pan-European region and along Euro-Asian transport corridors.
- 12. Railway Reform.
- 13. Facilitation of international rail transport in the pan-European region:
 - (a) Facilitation of rail border crossings;
 - (b) Harmonization of technical specifications in different railway systems.
- 14. Rail Review.
- 15. Climate Change mitigation and adaptation.
- 16. Activities of interest to the Working Party.
- 17. Activities of the European Commission in rail transport.
- 18. Activities of international organizations in rail transport.
- 19. Other business.
- 20. Date of next session.
- 21. Adoption of decisions.

II. Annotations

1. Adoption of the agenda

The first item to be considered is the adoption of the agenda.

Documentation: ECE/TRANS/SC.2/217

2. Adoption of the report of the sixty-fifth session

The Working Party will be invited to adopt the report of its sixty-fifth session.

Documentation: ECE/TRANS/SC.2/216

3. Railway infrastructure financing and Public Private Partnerships³

Based on its work plan and following the decisions of the Working Party during its last session, the Working Party may wish to analyse and discuss railways infrastructure financing and the implementation of public-private partnerships (PPP).

The discussions have been prepared by the secretariat with the Community of European Railway and Infrastructure Companies (CER) and the International Union of Railways (UIC) and will be introduced by presentations followed by a moderated discussion.

The subjects for discussion will address issues such as types of PPP schemes that can be implemented on railway infrastructures, case studies and best practices in railway infrastructure financing, priorities and obstacles expressed by the railways organizations. Also, the role of Governments and the international financial institutions in the planning, financing and construction of efficient railways infrastructure will be discussed.

As a basis for discussion, a background document has been prepared by the secretariat, CER and UIC (Informal document No. 1).

Following the discussions, the Working Party may wish to draw up conclusions on railway infrastructure financing. It may also wish to reflect on concrete follow-up activities for SC.2 at the pan-European level.

Documentation: Informal document No. 1

4. European Agreement on Main International Railway Lines (AGC Agreement)

(a) Status of the AGC Agreement and adopted amendment proposals

The Working Party will be informed by the secretariat on its activities to increase the number of Contracting Parties to the AGC Agreement.

Detailed information on the AGC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/63/Rev.1), a map on the AGC network, an inventory of compliance with AGC standards as well as relevant Depositary Notifications are available on the website of the Working Party.⁴

Further information will be provided at the session.

(b) Amendment proposals (updating and extending on the AGC network)

The Working Party may wish to note that, at its sixty-fourth session, it considered the status of amendment proposals from Denmark, Germany and Sweden and decided to wait for the consultations among the concerned Parties.

The Working Party will be informed of the results of these consultations and may wish to adopt these amendment proposals in accordance with article 11 of the AGC Agreement.

Documentation: ECE/TRANS/SC.2/2009/1

³ An ad hoc workshop on Railway infrastructure financing and Public-Private Partnerships will take place on 7 November 2012, Room IV. Interpretation will not be available.

⁴ www.unece.org/trans/main/sc2/sc2_AGC_text.html.

(c) **Amendment proposals (minimum infrastructure and performance standards)**

At its last session, the Working Party noted that the Technical Specifications for Interoperability (TSI) applicable in the European Union were generally in line with the present minimum AGC and AGTC technical characteristics. However, the scope of the TSIs went well beyond the objective and the minimum requirements enshrined in the pan-European AGC and the AGTC Agreements. Thus not all TSI parameters would necessarily need to be considered for inclusion into the AGC and AGTC Agreements. (ECE/TRANS/WP.24/2012/5-ECE/TRANS/SC.2/2012/1, ECE/TRANS/SC.2/214, paras. 13–18).

The Working Party may wish to be informed by the secretariat about developments on secretariat efforts to finalize the review of the minimum infrastructure and performance standards and parameters in cooperation with the European Commission and ERA (ECE/TRANS/WP.24/2012/5-ECE/TRANS/SC.2/2012/1). Amendment proposals to the AGC Agreement, if any, could then be prepared by the secretariat for decision by the Working Party at a later session.

Documentation: ECE/TRANS/WP.24/2012/5-ECE/TRANS/SC.2/2012/1

5. Rail Security

Following the report of the Expert Group on Inland Transport Security (Informal document AC.11 No. 1/Rev.1, 2008) and recommendations contained therein, SC.2 had decided on 19 November 2008 to establish a task force (ECE/TRANS/SC.2/210, paras. 30–31, Annex I) to address security issues in the rail sector.

The task force would aim to address selected rail security issues, including cooperation between government agencies and railway sector (infrastructure managers, railway undertakings, etc.), in the framework of the recommendations mentioned above.

The task force based its analysis on selected topics ((i) international regulations, (ii) exchange of good practices and (iii) the economics of rail security) and prepared specific recommendations (Informal document SC.2 No. 1 (sixty-third session, 2009)). These recommendations were included: (a) an international approach to rail security, (b) a security tool box, and (c) the cost-benefit analysis.

At its last session the Working Group – based on the recommendation of the task force on setting up a Technical Working Group (TWG) that could become a unique internationally accepted focal point for rail security – requested the secretariat to prepare a background note on rail security for consideration at its next session.

The Working Party may wish to consider the background note prepared by the secretariat (ECE/TRANS/SC.2/2012/2) on rail security.

Documentation: ECE/TRANS/SC.2/2012/2, Informal document SC.2 No. 1 (sixty-third session, 2009)

6. Trans-European Railway (TER) project

The Working Party will be informed by the project manager of the Trans-European Railway (TER) project about the activities undertaken in 2012; concrete results achieved and plan for subsequent years, including the updating and implementation of the Trans-European Motorway (TEM) and TER Master Plan.

The Working Party may wish to review the results achieved and consider how to further support and contribute to the TER project.

Documentation: ECE/TRANS/SC.2/2012/3

7. Euro-Asian rail transport

In accordance with the decision of its sixty-fifth session, the Working Party may wish to be informed and discuss new developments on Euro-Asian rail transport corridors, its involvement on developing the Euro-Asian linkages project (EATL) including its activities, particularly, the development of a rail – maritime transport online comparison tool and the evaluation for development rail services on the North-South Corridor.

Documentation: Informal document No. 2

8. High-Speed Trains

Based on its work plan, following the decisions of the Working Party during its last session on positioning the railways in the global transport arena (ECE/TRANS/SC.2/216, paras. 48–50) and based on the TER project revised master plan's conclusions regarding "the total absence of a regional high-speed rail master plan in the region" (TEM and TER Master Plan final report, page 116), the Working Party may wish to discuss and consider the development of a Master Plan for high-speed trains.

The Working Party, may wish to review and approve the background note on developing a high-speed trains master plan (ECE/TRANS/SC.2/2012/4) prepared by the secretariat.

Documentation: ECE/TRANS/SC.2/2012/4

9. Intelligent Transport Systems and other technological applications for Rail Transport

Based on its work plan, the Working Party may wish to consider activities, on monitoring of Intelligent Transport Systems (ITS) and other technological applications developments in Rail Transport and to provide a platform for the exchange of information and best practices.

10. Productivity in rail transport

The Working Party may wish to recall that in 2000, it had adopted a set of 10 rail productivity indicators. In accordance with the decision at its sixty-second session (ECE/TRANS/SC.2/210, para. 24) and following its considerations at the last session (ECE/TRANS/SC.2/216, paras. 29–30), the Working Party may wish to consider a revised secretariat report on productivity indicators in rail transport on the basis of raw data provided by UIC and estimates calculated by the secretariat.

The Working Party may wish to consider these indicators and provide guidance on further work in these areas.

Documentation: ECE/TRANS/SC.2/2012/5

11. Towards unified railway law in the pan-European region and along Euro-Asian transport corridors

The Working Party may wish to recall that, at its sixty-fourth session, it had adopted a position paper towards unified railway law in the pan-European region and on Euro-Asian transport corridors (hereafter: Position Paper) (ECE/TRANS/2011/3). The Working Party

also agreed to review the results of the work of the Group of Experts at its next session (ECE/TRANS/SC.2/216, para. 35).

On the basis of a first draft of a possible Joint Declaration for signature by Ministers of Transport, progress has been made to arrive at a political document supporting the application of GTC EurAsia which would be fully in line with the existing provisions of the SMGS and COTIF-CIM Conventions and would provide a contractual bridge between the two railway regimes complementing the already adopted common SMGS-CIM consignment note.

The secretariat prepared a draft Inter-Governmental Document (Joint Declaration) in accordance with the decisions made at the first (ECE/TRANS/SC.2/GEURL/2011/4, paras. 19–37), second (ECE/TRANS/SC.2/GEURL/2011/9, paras. 19–29) and third session (ECE/TRANS/SC.2/GEURL/2012/2) of the Group of Experts. The secretariat draft takes also into account the considerations and proposals made at the informal meeting of the “friends of the Chair” of the Working Party (Geneva, 2 March 2012).

In accordance with the Position Paper, the Working Party may wish to review and approve the Inter-Governmental Document (Joint Declaration) for transmission to the forthcoming session of the Inland Transport Committee (ITC) (26–28 February 2013).

Documentation: ECE/TRANS/2011/3, ECE/TRANS/SC.2/GEURL/2011/4, ECE/TRANS/SC.2/GEURL/2011/9, ECE/TRANS/SC.2/GEURL/2012/2, ECE/TRANS/SC.2/GEURL/2012/5, ECE/TRANS/SC.2/GEURL/2012/6.

12. Railway Reform

Based on its work plan, following the decisions of the Working Party during its last session on positioning the railways in the global transport arena (ECE/TRANS/SC.2/216, paras. 48–50) the Working Party may wish to discuss and consider the mapping of railways organizations’ restructuring – reform in the ECE region, and not only, with as a main objective, the identification of best practices.

Railways’ profitability and market share, railway authorities’ structures and services provided, state or monopoly rail organizations and privatization should be objectives of the mapping of railways reform. Railways worldwide are in a crossroad. They have been recognised as the most environmental friendly means of transport or the transport means of the future. In the meantime, their profitability that is mainly negatively influenced by investments in new infrastructure or maintenance of the existing one is disputable. The best practices on railway authorities’ management and reform should be identified and disseminated.

The Working Party may wish to review the background document prepared by the secretariat (Informal document No. 2) and provide guidance to the secretariat on the follow-up to this work.

Documentation: Informal document No. 3

13. Facilitation of international rail transport in the pan-European region

(a) Facilitation of rail border crossings

The Working Party may wish to recall that ITC, in early 2006, had supported three strategic elements to improve border crossing procedures in pan-European rail transport (ECE/TRANS/166, para. 96). In addition to a unified railway law, these included a unified rail Customs transit system, similar to the TIR regime for road transport, as well as

internationally coordinated and mutually recognized border control procedures in rail transport.

Progress has been made towards a unified rail Customs transit system through the preparation, in 2006, of a Convention on International Customs Transit Procedures for Carriage by Rail under Cover of SMGS Consignment Notes. Progress has also been made in the field of harmonized rail border controls through the adoption of a new Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods (1982)⁵ that will come into force on 30 November 2011 (ECE/TRANS/WP.30/AC.3/18; ECE/TRANS/WP.30/AC.3/2010/1).

The Working Party will be informed of follow-up activities undertaken by other UNECE Working Parties in this field, in particular the Working Party on Customs Questions affecting Transport (WP.30).

The Working Party may wish to review the background document (ECE/TRANS/SC.2/2012/6) prepared by the secretariat on possible implementation mechanisms of the provisions in the new Annex 9 to the “Harmonization Convention” for the facilitation of rail border crossings in the pan-European region. It may also wish to provide guidance to the secretariat for the follow up of this work.

(b) Harmonization of technical specifications on different railway systems

The Working Party may wish to be informed by OSJD on progress made to improve technical interoperability between the 1,435 mm standard and the 1,520 mm broad gauge railway systems.

Documentation: ECE/TRANS/SC.2/2012/6

14. Rail Review

The Working Party may wish to recall that at its previous session, it had decided (ECE/TRANS/SC.2/216, para. 49) that the secretariat would prepare, within existing resources, a biannual publication, the “Rail Review”, where all issues concerning railways in the ECE region and beyond will be analysed and illustrated including statistics, infrastructure, case studies and best practices.

The Working Party may wish to review the background document (Informal document No. 4) prepared by the secretariat which illustrates a proposed structure for the rail review and the draft questionnaire that would be sent to countries and rail authorities as to collect the appropriate data. The Working Party may wish to provide guidance to the secretariat on the follow-up of this work.

Documentation: Informal document No. 4

15. Climate Change mitigation and adaptation

The mitigation of environmentally harmful effects and the reduction of emissions of gaseous pollutants and greenhouse gases is the main objective of the global agenda to reduce the possibilities for climate change.

Adaptation action aims at reducing vulnerabilities and increases the resilience of railway systems to climatic impacts. Resilience refers to the ability of a railway system to withstand

⁵ www.unece.org/trans/bcf/ac3/documents/ECE-TRANS-WP30-AC3-18e.pdf.

negative impacts without losing its basic functions. In the transport context, it is not only about physical strength and durability of a structure, but more importantly, it defines the ability of a system to recover from an incident quickly and at minimal cost.

The secretariat will inform the Working Party on a UNECE project called ForFITS (For Future Inland Transport Systems) that studies the impact of inland transport on climate change and about the work of the expert group on climate change impacts and adaptation for international transport networks.

The Working Party may wish to consider the work done in the ForFITS project and by the Expert Group and provide guidance to the secretariat on the follow-up of this work.

16. Activities of interest to the Working Party

The Working Party will be informed about recent railways developments.

17. Activities of the European Commission in rail transport

In line with standard practice, the Working Party may wish to be informed about recent activities and plans for the future work of the European Commission (DG Move) in rail transport.

Documentation: Informal document No. 5

18. Activities of international organizations in rail transport

The Working Party may wish to be informed about recent activities and plans for the future work of other international organizations and stakeholders in the field of rail transport.

19. Other business

At present, there are no proposals under this item.

19. Date of next session

The next session of the Working Party is tentatively scheduled to be held from 23 to 25 October 2013 in Geneva.

20. Adoption of decisions

In accordance with the decision of the Working Party (ECE/TRANS/SC.2/190, para. 6) and established practice, the Chair will make a brief summary of the decisions taken at the end of the session. Following the session, the UNECE secretariat, in cooperation with the Chair and Vice-Chair, will establish a report on the outcome of the session for transmission to ITC.

III. Tentative timetable

<i>Date</i>	<i>Working Party</i>	<i>Time</i>	<i>Agenda item</i>	<i>Room</i>
Wednesday, 7 November	SC.2 ad hoc workshop jointly organized with UIC and CER	10:00 am – 13:00 pm and 15:00 pm – 18:00 pm	Item 3	IV
Thursday, 8 and Friday, 9 November	SC.2 plenary session	10:00 am – 13:00 pm and 15:00 pm – 18:00 pm	Remaining agenda items	
