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

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I. Chair

1. The Inland Transport Committee (Committee) held its seventy-fifth session from 26 to 28 February 2013, with Mr. Jerzy Kleniewski (Poland) as Chair.

II. Attendance

2. Representatives of the following countries participated: Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, Turkey, Ukraine and Uzbekistan.
3. Representatives of the following countries also attended under Article 11 of the Terms of Reference of the UNECE: China, India, Iran (Islamic Republic of), Mongolia and Pakistan.
4. The European Union (EU) was represented.
5. Representatives of the following United Nations departments and specialized agencies attended the meeting: International Labour Office (ILO), United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS). 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: Centre for Transportation Studies for the Western Mediterranean (CETMO), Eurasian Economic Commission (EaEC), European Investment Bank (EIB), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Co-operation between Railways (OSJD), Organization for Security and Co-operation in Europe (OSCE) and Organization of the Black Sea Economic Cooperation (BSEC).
7. The following non-governmental organizations were represented: International Federation of Freight Forwarders Associations (FIATA), International Rail Transport Committee (CIT), International Road Transport Union (IRU) and International Union of Railways (UIC).
8. Representatives of the following bodies attended the session at the invitation of the secretariat: ANAS S.p.A., Asian Development Bank (ADB), CMS Cameron McKenna LLP, Coordinating Council of Transsiberian Transportation (CCTT), GEFCO, German Insurance Association (GDV), Higher School of Professional Business Studies (Novi Sad, Serbia), International Conference on Public-Private Partnership (PPP), Intelligent Transport Systems (ITS) Ireland, ITS Polska and "PLASKE" JSC.

III. Introductory statements

9. The Chair welcomed the participants to the seventy-fifth jubilee session of the Committee, recalling that the first session had been convened in 1947 and that, since then, the Committee, together with its more than one hundred subsidiary bodies, had firmly established itself as a unique, intergovernmental forum, where governments, as well as international organizations come together to forge tools for economic cooperation and to negotiate and adopt international legal instruments in the field of inland transport.

10. In her opening address, Mrs. Eva Molnar, Director of the Transport Division, reflected on the main achievements of the Committee, placing them against the backdrop of major global events that took place in the course of time. Further to her brief historical review, the Committee **requested** the secretariat to prepare a detailed historical overview of major events in global development and transport, for information of the Committee.

IV. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/235 and Add.1

11. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/235 and Add.1).

V. Ministerial meeting “Making the Euro-Asian Transport Network Operational” (agenda item 2)

Documentation: ECE/TRANS/2013/1/Rev.1; ECE/TRANS/2013/Rev.1/Corr.1; ECE/TRANS/2013/2; ECE/TRANS/2013/3; ECE/TRANS/230, Informal document No. 1; For detailed information on speeches and statements, please refer to: http://www.unece.org/trans/events/2013/itc75_2013/ministerial_meeting.html

12. The Committee **welcomed** the organization of the second Ministerial meeting (Informal document No. 1) on Euro-Asian Transport Links (EATL), with the participation of more than 200 delegates from forty-three countries and all relevant international organizations. The Committee **noted**, with satisfaction, that after the opening speeches by Mr. Sven Alkalaj, Under-Secretary-General and Executive Secretary of the UNECE, Mr. Gyan Chandra Acharya, Under-Secretary-General and High Representative of UN-OHRLS, Mr. Sergey Aristov, State Secretary, Deputy Minister of Transport (Russian Federation) and Mr. Alexey Stukalo, Deputy Co-ordinator/Head, Economic Activities of OSCE, Mr. Vladimir Yakunin, president of JSC “Russian Railways” and president of UIC, Mr. Jean-Pierre Loubinoux, Director General of UIC and Mr. Umberto de Pretto, Deputy Secretary-General of IRU had given key-note speeches and that statements had been delivered by Bulgaria, China, Kazakhstan, Lithuania, Mongolia, the Netherlands, Romania, Switzerland, Tajikistan, Turkey, Ukraine, UNESCAP, ADB, BSEC and EaEC. In a nutshell, the interventions referred to issues such as, but not limited to the (1) the economic relevance of the development of Euro-Asian transport links, (2) both for rail and road, (3) in particular for landlocked developing countries and (4) the importance of the achievements towards the establishment of Unified Railway Law (URL) in order to establish level playing field among all transport modes and operators.

13. The Committee **approved** the results of Phase II of the EATL Project (ECE/TRANS/230 and ECE/TRANS/2013/3).

14. The Committee **welcomed** that the Joint Statement on Future Development of Euro-Asian Transport Links was signed by Ministers and other high-level heads of delegations from thirty two countries, reiterating the support of their Governments for the continuation of the EATL project in the next phase, with clearly identified strategic objectives (ECE/TRANS/2013/1/Rev.1 and ECE/TRANS/2013/Rev.1/Corr.1). The Committee **welcomed** the signing of the Joint Declaration on Unified Railway Law by Ministers and other high-level heads of delegations from thirty seven countries (ECE/TRANS/2013/2). The Declaration aims to further strengthen cooperation in the area of Euro-Asian rail transport and contribute to the establishment of unified legal conditions for international railway transport, equivalent to those existing for other transport modes, such as road, air,

inland waterways and maritime transport. The Committee **expressed** its thanks for the exhibition “Transport in Motion”, showcasing more than 300 works from twenty two countries and **congratulated** the prize winners (Azerbaijan, Russian Federation and Switzerland) for the extraordinary quality of their winning contributions. Finally, the Committee **extended** its gratitude to the Swiss Federal Office of Transport, which had generously offered a lunch cocktail.

15. The Committee **noted** the outcome of the pre-ITC Conference on Road and Rail Financing (Geneva, 25 February 2013). The Committee was **informed** that the Conference had considered the need for and the possibilities of new financing frameworks for transport development. Building on experiences with traditional funding methods supported, in several countries, by good practices on innovative solutions, participants of the Conference also discussed new funding opportunities that have become available thanks to innovative technologies, such as Intelligent Transport Systems and Services (ITS), including electronic toll collection, or as a consequence of fundamentally new ways of thinking, such as land value taxation. The Conference also made clear that it was time to take the next level towards the implementation of the “user pay” principle. Participants shared experiences with public-private partnerships (PPP) in transport infrastructure development (PPP), the use of infrastructure funds, as well discussing new ways of multi-sectoral funding mechanisms. As a separate, though related, topic, methodologies to prioritize transport investment needs and plans were addressed, with a particular focus on those applied in preparation of the Trans-European Motorways (TEM) and Trans-European Railways (TER) Masterplan Revision and those used recently for the selection of priority and high priority projects along the EATL routes. A further part of the Conference was organized as a break-away session, dedicated to rail development. This session not only addressed legal issues in rail transport and reviewed the work towards the establishment of unified railway law, but also took a broader look at main railway trends and developments. The Committee expressed its appreciation for the discussions on these timely issues and **invited** the secretariat and the relevant working parties, in particular the Working Party on Transport Trends and Economics (WP.5), to further explore and analyse funding options for transport development with their transport policy consequences. In addition, it deemed it important to facilitate the implementation of the multi-country investment plans of EATL, TEM and TER through further capacity building, and “match-making” whenever possible. In order to assist the Committee to follow up progress, the secretariat, its relevant bodies, as well as the project groups were **requested** to ensure appropriate monitoring of their implementation.

VI. Meeting of the Chairs of the Committee’s subsidiary bodies on the review of the UNECE reform and strengthening cooperation (one and one-half hour restricted meeting — for government delegates only) (agenda item 3)

Documentation: Informal document No. 2

16. The Committee **welcomed** the organization of the third meeting of the Chairs of the Committee’s subsidiary bodies (restricted to government delegates only) dedicated to the global character of UNECE legal instruments, as well as their implementation and the UNECE Reform Review (Informal document No. 2) and **encouraged** the engagement of the Chairs, in cooperation with the secretariat, to work more closely together, thus ensuring consistency and horizontal coherence between the different legal instruments under their competence as well as efficiency and development of possible synergies in their activities. Furthermore, the Committee **reiterated** its recommendation that such meetings promote knowledge sharing among the Chairs, representing the Committee’s subsidiary bodies, create synergies, facilitate the exchange of best practices and offer a platform for strategic

discussions and that, thus, they should remain a regular feature of the Committee's sessions. As for the future, the Committee **requested** that more focus be put on cross-sectoral issues of a sensitive nature or requiring a decision by governments. Finally, the Committee **noted** that many major United Nations conventions and agreements in the field of inland transport are of global significance either by nature or through accession and that, thus, arrangements are warranted to ensure the involvement of all contracting parties in their development, including aspects of their intergovernmental structure.

VII. Issues that need consideration and require decisions by the Committee (agenda item 4)

A. Project related activities

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

Documentation: ECE/TRANS/2013/4; Informal document No. 3

17. The Committee was **informed** by the TEM and TER Project Manager about the recent developments of the Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects (ECE/TRANS/2013/4) and by the secretariat on challenges ahead of the projects as far as their management is concerned (Informal Document No. 3).

18. The Committee **reiterated** its support for the TEM and TER projects and **welcomed**, in particular, the inclusion of Intelligent Transport Systems (ITS) in both projects. The Committee **invited** the TEM-TER project member States to accelerate concrete steps to solve management issues and to forge cooperation with the relevant working parties. The Committee **requested** that the high speed train master plan initiative of the Working Party on Rail Transport (SC.2) be implemented in a way that creates economies of scale and promotes synergies and knowledge sharing. The Committee **encouraged** governments of Eastern and South-Eastern Europe, South-Caucasus and Central Asia that are not yet members of the TEM and TER projects to consider full participation, with the aim of establishing synergy between the TEM/TER and EATL projects.

19. The Committee **noted** the proposal, at the invitation of the Russian Railways, to hold one of the next working group meetings of the TER Project in Sochi (Russian Federation).

2. Euro-Asian Transport Links (EATL) Project

Documentation: ECE/TRANS/2013/5

20. The Committee **adopted** a proposal by the Group of Experts (GE) on Euro-Asian Transport Links (EATL) for a new mandate (Terms of Reference), **supported** its extension with two more years (ECE/TRANS/2013/5) and **noted** that special attention to consistency with other networks should be paid. The Committee **welcomed** the participation of UNESCAP in the session and **noted**, with satisfaction, the planned cooperation between UNECE and UNESCAP in the third phase of the EATL Project.

B. Road transport

Documentation: ECE/TRANS/2013/6

21. Mr. Bob Oudshoorn (Netherlands), Chair of the Working Party on Road Transport (SC.1), informed the Committee about the main achievements of SC.1 in 2012. The Committee **expressed** its satisfaction that nearly all non-EU Contracting Parties to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) have either fully implemented or made significant progress towards full implementation of the digital tachograph (ECE/TRANS/2013/6) and **welcomed** that the Joint Research Centre (JRC) continues to act as the Root Certification Authority for all AETR Contracting Parties, based on a Memorandum of Understanding (MoU) between UNECE, the European Commission services and the Joint Research Centre, valid until 30 June 2015. The Committee **urged** stakeholders, in the spirit of true partnership, to continue working towards fair and sustainable solutions for all AETR Contracting Parties. The Committee **requested** the AETR Expert Group to speed up efforts to achieve consensus over proposals how to amend AETR Article 22bis to ensure equitable treatment of all AETR Contracting Parties and **approved** the extension of the duration of the AETR Expert Group until December 2014, should it prove necessary for the completion of the Group's current mandate.

22. The Committee **invited** all Contracting Parties to the Convention on the Contract for the International Carriage of Goods by Road (CMR) to accede to the Additional Protocol concerning the Electronic Consignment Note (e-CMR) and **encouraged** the seven e-CMR Contracting Parties to begin discussions on the implementation procedures, with support from the secretariat.

23. The Committee **welcomed** the suggestion by the Chairman of SC.1 to invite the UNECE TIR secretariat to participate in the next session of SC.1 to contribute to the discussion on the implementation of e-CMR.

24. The Committee **noted** 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 this regard, in order to make progress in the course of 2013, the Committee called on all interested governments to attend the special session, as decided by SC.1 at its 2012 session, which is planned to take place on 10–12 July 2013 in Geneva.

25. The Committee **noted** an invitation by Turkey to attend the meeting of the Informal Group of Experts working on quantitative restrictions imposed on international road transport of goods, which will be held on 1 March 2013, in Geneva.

C. Road safety

Documentation: ECE/TRANS/2013/7; ECE/TRANS/2013/8;
TRANS/WP.1/100/Add.1; ECE/TRANS/WP.1/2013/2

26. Mrs. Luciana Iorio (Italy), Chair of the Working Party on Road Traffic Safety (WP.1), informed the Committee about the main achievements of WP.1 in 2012. The Committee **invited** and **encouraged** all UNECE member States to provide financial and in-kind support to the secretariat to ensure that the second United Nations Global Road Safety Week (6–12 May 2013) is a success and **supported** the organization of the International Level Crossing Awareness Day, Geneva, 7 May 2013, as a follow up to the General Assembly resolution A/66/260 on improving global road safety (of 23 May 2012) (ECE/TRANS/2013/7). The Committee **approved**, as required by the Rules of Procedure of WP.1 (TRANS/WP.1/100/Add.1, Rule 3), a request by WP.1 to hold an additional session outside Geneva (ECE/TRANS/2013/8).

27. The Committee **adopted** a proposal by WP.1 to establish a formal Expert Group to review the 1968 Road Signs and Signals Convention and assess its overall implementation, subject to the development and adoption of draft Terms of Reference by WP.1 and subsequent approval by EXCOM (ECE/TRANS/WP.1/2013/2). The Committee **noted** EXCOM's position to postpone decisions on establishing new Expert Groups, but, at the same time, **urged** the secretariat to re-submit the request for the establishment of an Expert Group on Safety at level crossings.

D. Inland transport security

28. The Committee **noted** the February 2013 session of the Inland Transport Security Discussion Forum and **requested** the secretariat to continue the organization of the annual Inland Transport Security Discussion Forum. The Committee **appreciated** the publication of the 2012 Inland Transport Security Forum proceedings and **requested** that they be translated into the other official UNECE languages and made available to ITC subsidiary bodies for their consideration.

E. Rail transport

Documentation: ECE/TRANS/2013/9

29. Mr. Krzysztof Kulesza (Poland) and Mr. Hinne Groot (Netherlands), Chair and Vice Chair, respectively, of the Working Party on Rail Transport (SC.2), informed the Committee about the main achievements of SC.2 in 2012. The Committee **invited** SC.2 to tangibly contribute to the revitalization of the cooperation in the field of international rail transport, **approved** the request of SC.2 to extend the mandate of the Group of Experts towards Unified Railway Law for another two years and **endorsed** its new Terms of Reference, prepared by the secretariat, subject to approval by EXCOM (ECE/TRANS/2013/9). The Committee **welcomed** the new initiatives of SC.2, in particular the master plan on high speed rail networks, efforts to implement Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods, the forthcoming rail security workshop, the rail review publication and the workshop on Public Private Partnership (PPP) schemes and railway financing and **requested** SC.2 to provide more information on these initiatives at the seventy-sixth session of the Committee. The Committee **noted** the good collaboration between UNECE and UNESCAP in the development of the master plan on high speed trains and the efforts towards the establishment of unified railway law. The committee **requested** Contracting Parties to the Harmonization Convention, 1982, to conduct internal procedures to facilitate the introduction of the provisions of Annex 9 at the national level, considering that the harmonized application by countries of the unified requirements for international freight transport and the common approaches to border-crossing and Customs formalities would lead to tangible results.

F. Inland water transport

Documentation: ECE/TRANS/SC.3/2012/4

30. The Committee **welcomed** the publication of the 2012 Inventory of Main Standards and Parameters of the E-Waterway Network (Blue Book) as well as the map of European inland waterways in English, French and Russian and **approved** the decision of the Working Party on Inland Water Transport (SC.3) to establish an Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in

inland navigation, based on its Terms of Reference, contained in document ECE/TRANS/SC.3/2012/4.

31. The Committee **invited** SC.3 to follow up on the implementation of the White Paper on Efficient and Sustainable Inland Water Transport in Europe, endorsed by the Committee in 2010, and consider the preparation and organization of a high level international conference for all countries in the world with interest in inland navigation, as foreseen in the White Paper and, in coordination with relevant stakeholders, consider the most appropriate time schedule and report to the Committee at its next session. The Committee **noted** that 2015 will mark the 200th anniversary of the Central Commission for the Navigation of the Rhine (CCNR).

G. Transport and competitiveness

32. The Committee **noted** the information on the progress of the project “Supply Chain Challenges for National Competitiveness through Transport”, which, with the support of a task force from the Working Party on Transport Trends and Economics (WP.5), is in the process of designing a “Transport Development Index”, (TDI). The TDI follows the principle of the Human Development Index (HDI) with regard to simplicity and condensed message. The TDI model can indicate the level of development of the transport sector and how it contributes to the national economic performance and competitiveness. It also takes into account the challenges of sustainable development and, in particular, of environmental, safety, security and some social issues. The TDI can help governments to better position their transport sector in the economy and design their national transport policy accordingly. Once it is calculated on a regular basis, it will also offer the possibility to monitor changes over time. The Committee **invited** countries to take part in a pilot phase to try out the model.

33. The Committee **requested** the Working Party on Transport Statistics (WP.6) to support the TDI pilot, as well as other, similar initiatives, such as the ForFITS project.

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

Documentation: ECE/TRANS/2013/10

34. The Committee was **informed** that the accession of Morocco to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention) in 2012 brought the number of Contracting Parties to 56. Following the entry into force on 30 November 2011 of the new Annex 9 on rail freight border crossing to the Harmonization Convention, the secretariat, the Working Party on Customs Questions affecting Transport (WP.30) and SC.2, in cooperation with international railway organizations such as the Organization for Cooperation between Railways (OSJD) and the Intergovernmental Organisation for International Carriage by Rail (OTIF), were working towards developing a plan of action to speed up the introduction of the provisions of Annex 9 at the national level. The Committee **noted** that the secretariat and WP.30 continued to monitor the implementation of the Convention and had conducted a recurrent survey of Contracting Parties with regard to the application at the national level of Annex 8 on road transport, whose outcome would shortly be available. WP.30 also had started considerations of how to better incorporate in the Harmonization Convention indicators and a mechanism for measuring border crossing performance of various control services and benchmarking as well as about the possible introduction a new X-ray scanning certificate, with the aim to avoid repetitive scanning at the borders. The secretariat, in cooperation with

the Organization for Security and Cooperation in Europe (OSCE), the Organization of the Black Sea Cooperation (BSEC) and other partners continues capacity-building activities for the application of the Harmonization Convention, in particular on the basis of the recent joint Handbook of Best Practices at Border Crossings, which is now also available in Russian.

35. Concerning the TIR Convention, the Committee **noted** that an extensive package of amendment proposals had come into force, clearly defining responsibilities and liabilities of the major players in the TIR system (Customs, operators and guarantors) in case of infringements. The TIR Administrative Committee also had adopted amendments to a new Annex 9, Part III of the TIR Convention to introduce the conditions and requirements for the authorization of an international organization (presently the International Road Transport Union (IRU)) to take on the responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets. Unless an objection is raised, these amendments are expected to enter into force in October 2013.

36. Finally, the Committee was informed of the latest development in the framework of the eTIR project (ECE/TRANS/2013/10) and, in particular, **welcomed** the finalization of the cost-benefit analysis (CBA) of the eTIR project. It **noted** that, under the assumptions put forward in the CBA, the eTIR project could be highly profitable and **supported** the continuation of the project and the prolongation of the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to the year 2013. It also **invited** WP.30 to develop a business plan to implement the eTIR Project and **urged** it to start working on the legal aspects of computerization of the TIR procedure without further delay.

I. Review of the most important issues related to the harmonization of vehicle regulations

Documentation: Informal document No. 4

37. The Committee **welcomed** that the World Forum for Harmonization of Vehicle Regulations, in 2012, adopted 99 amendments to 67 existing vehicle regulations, among them the EURO VI provisions for heavy duty vehicles (UN Regulation No. 49), which reduce the emissions of hydrocarbons (HC), NO_x and particulates; 5 new UN Regulations annexed to the 1958 Agreement on pedestrian safety, light emitting diode (LED) light sources, lane departure warning systems (LDWS), advanced emergency braking systems (AEBS) and enhanced child restraint systems (ECRS); UN Rule No. 2, annexed to the 1997 Agreement on uniform provisions for periodical technical inspections of wheeled vehicles with regard to their roadworthiness, which entered into force on 3 February 2012 and the Mutual Resolution No. 1 (M.R.1) of the 1958 and the 1998 Agreements concerning the description and performance of test tools and devices necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in UN Regulations and UN Global Technical Regulations.

38. The Committee **noted** that, following the accession of Egypt, the 1958 Agreement reached 51 Contracting Parties and that following the accession of Tajikistan, the 1998 Agreement reached 33 Contracting Parties.

39. The Committee also **noted** that new vehicle regulations on recyclability, on hydrogen and fuel-cells and on pole side impact were being developed in the framework of the 1958 and 1998 Agreements. It also **noted** that the World Forum was in the process of amending the 1958 Agreement to incorporate the concept of International Whole Vehicle Type Approval (IWVTA) system and to make the accession to it more attractive to developing economies by allowing the application of previous versions of UN Regulations

as a first step to reach the higher lever of the final versions of them. The Committee **noted** that 47 informal groups worked during 2012 in parallel to the World Forum and its subsidiary bodies to assist them in developing new vehicle regulations and updating the 135 existing vehicle regulations based on technical progress (Informal document No. 4). The Committee was **informed** that since 1 November 2012 the European Union has derogated around 60 vehicle EU Directives and replaced them, by direct reference, by the equivalent UN Regulations annexed to the 1958 Agreement and had made them mandatory for type approval and registration purposes in all its Member States.

J. Intermodal transport and logistics

Documentation: ECE/TRANS/WP.24/131

40. Mr. Henri Maillard (Belgium), Chair of the Working Party on Intermodal Transport and Logistics (WP.24) informed the Committee of the main achievements of WP.24 in 2012. The Committee **noted** the progress by the UNECE secretariat to prepare, in cooperation with the International Labour Office (ILO) and the International Maritime Organization (IMO), new global Guidelines for Packing of Cargo Transport Units and to elevate these Guidelines to a non-mandatory Code of Practice by providing details and technical descriptions for improved safety in packing, handling and transporting of containers (ECE/TRANS/WP.24/131) and **requested** the secretariat to present the results at its seventy-sixth session.

K. Review of the most important issues related to the transport of dangerous goods

Documentation: ST/SG/AC.10/C.3/82 and Add. 1; ST/SG/AC.10/C.3/84; ST/SG/AC.10/C.4/46; ST/SG/AC.10/C.4/48; ST/SG/AC.10/40 and Add. 1–3; C ECE/TRANS/WP.15/213 and Corrs. 1–2 and Add.1 and Add.1/Corr.1; ECE/TRANS/WP.15/215; ECE/TRANS/WP.15/217; ECE/TRANS/WP.15/AC.1/126 and Corr.1 and Add.1; ECE/TRANS/WP.15/AC.1/128; ECE/TRANS/WP.15/AC.2/44; ECE/TRANS/WP.15/AC.2/46; ECE/ADN/18 and Corrs. 1–2 and Add.1; ECE/ADN/20; ECE/ADN/22; ECE/TRANS/225; ECE/TRANS/231

41. Mr. José Franco (Portugal), Chair of the Working Party on Dangerous Goods (WP.15) informed the Committee about the main achievements of WP.15 in 2012. The Committee **noted** that the Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods met from 25 June to 4 July 2012 (see report ST/SG/AC.10/C.3/82 and Add.1) and from 3 to 11 December 2012 (see report ST/SG/AC.10/C.3/84). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 4 to 6 July 2012 (see report ST/SG/AC.10/C.4/46) and from 12 to 14 December 2012 (see report ST/SG/AC.10/C.4/48). The Committee itself held its sixth session on 14 December 2012, and approved the recommendations made by both sub-committees over the 2011–2012 biennium (see report ST/SG/AC.10/40 and Add. 1–3). It adopted a draft resolution for consideration and adoption by the Economic and Social Council at its 2013 substantive session. The new or revised recommendations will be published by the secretariat in 2013 as the eighteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; addendum 2 to the fifth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the fifth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals.

42. The Committee **noted** that, following the accession by Tajikistan, there were 48 Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). 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 C to the ADR had become Parties to it. Thirty-three Contracting Parties had done so to date, and the Committee **urged** the remaining C (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, the former Yugoslav Republic of Macedonia, Tunisia, Tajikistan, Turkey and Ukraine) to take the necessary steps to allow the Protocol to come into force.

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

44. The Committee **noted** that the draft amendments to Annexes A and B of the ADR adopted in 2010, 2011 and May 2012, as reproduced in ECE/TRANS/WP.15/213 and Corrs.1–2 and Add.1 and Add.1/Corr.1 had been submitted by the Government of Portugal for acceptance by C and had been deemed accepted on 1 October 2012. They entered into force on 1 January 2013, and the secretariat had published accordingly a new “2013” consolidated edition of ADR (ECE/TRANS/225, Vols. I and II).

45. Similarly, draft amendments to the Regulations annexed to ADN adopted in 2010, 2011 and 2012, as reproduced in ECE/ADN/18 and in Add.1 and in Corrs.1–2, had entered into force on 1 January 2013. The secretariat has published accordingly a new “2013” consolidated edition of ADN (ECE/TRANS/231, Vols. I and II).

46. The Committee **noted** that the Joint Meeting of the RID Committee of Experts and WP.15 adopted draft amendments to the common requirements of the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), ADR and ADN, which should come into force on 1 January 2015.

47. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) and the ADN Administrative Committee held their twenty-second and tenth sessions, respectively, from 21 to 25 January 2013 and their reports were available (ECE/TRANS/WP.15/AC.2/46 and ECE/ADN/22).

48. The Committee **noted** that WP.15 had already adopted its programme of work for 2014–2015 (ECE/TRANS/WP.15/217, annex V). The Working Party had also adopted a road map on how to set up the administrative structures required for implementation of ADR (ECE/TRANS/WP.15/217, annex IV). The Committee requested the secretariat to publish it as a brochure in order to facilitate its wide circulation. The Committee **encouraged** Governments of countries which were not yet parties to ADR to consider accession on the basis of this road map, and those of countries which were already parties to check whether they had put in place relevant administrative structures for implementation.

L. Review of the most important issues related to the transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/224; ECE/TRANS/WP.11/226

49. Mr. Telmo Nobre (Portugal), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) informed the Committee about the main achievements of WP.11 in 2012. The Committee **noted** that there were now 48 Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special

Equipment to be Used for such Carriage (ATP). Kyrgyzstan had acceded in October 2012 and Turkey in December 2012. The Committee **endorsed** the recommendation that Turkmenistan adhere to ATP as soon as possible (ECE/TRANS/2013/12, para. 45). The Committee also **noted** that the ATP was open to accession by all United Nations Member States and that, from outside the UNECE region, Morocco and Tunisia were Contracting Party.

50. In addition, the Committee **noted** that in April 2012 an ordinance had entered into force in the Russian Federation making ATP applicable to domestic road transport in that country.

51. The Committee **noted** that proposed amendments to the ATP adopted at the sixty-seventh session of WP.11 in October 2011 introducing a testing procedure for new multi-compartment multi-temperature transport equipment (ECE/TRANS/WP.11/224, Annex I) would, barring an objection, be considered accepted in March 2013. The secretariat would then proceed with the issuance of an updated revised text of the ATP in the form of a United Nations publication.

52. The Committee **noted** that WP.11, at its sixty-eighth session in October 2012, had adopted revised provisions relating to certification of compliance with ATP (ECE/TRANS/WP.11/226, Annex I) and new comments on the placement of temperature recorders in refrigerated cargoes for inclusion in the ATP Handbook (ECE/TRANS/WP.11/226, Annex II).

53. The Committee **noted** that a number of proposed amendments had been submitted to WP.11 in recent years proposing an increase in the K values (coefficient of heat transfer) of in-service equipment defined in ATP. The Committee **noted** the possible negative environmental impact of such a change if more powerful thermal engines or higher fuel consumption were required as a consequence to compensate for the loss of insulation quality.

54. The Committee **drew attention** to the need to continue addressing two key strategic issues in WP.11, namely the introduction of a definition of perishable foodstuffs by amending Article 3 of the ATP, and extending the scope of ATP to cover the carriage of all perishable foodstuffs and not only those referred to in annexes 2 and 3, and **invited** WP.11 to consider ways to improve the practical results of its work.

VIII. Strategic questions of a horizontal policy nature (agenda item 5)

A. UNECE Transport review for the year 2012 “Urban transport and mobility”

Documentation: Informal document No. 5

55. 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 2012. The Committee **noted** the preliminary analysis done by the secretariat on sustainable urban transport and mobility in the ECE region (Informal document No. 5) and **invited** countries and their capitals that have not yet sent their replies to the questionnaire on urban transport and mobility, prepared by WP.5, to do so. The Committee **reiterated** its interest in the subject, **requested** the secretariat to prepare a comprehensive and analytical report/publication and **invited** WP.5 to regularly follow up developments in this area.

B. Climate change and transport

1. ITC follow-up to Rio+20

Documentation: ECE/TRANS/2013/11; Informal document No. 10

56. The Committee was **informed** of the follow-up activities to the third UN international conference on sustainable development which was held in Rio de Janeiro (Brazil) from 13 to 22 June 2012, also known as “Rio+20”, which had been crucial for scaling up and mainstreaming sustainable transport. In addition, the Committee **noted** that the Secretary-General (SG) of the United Nations, Ban Ki-Moon, had announced in 2012 that he was seeking consensus for a post-2015 sustainable development framework, which would include the definition of a new generation of sustainable development goals (SDG) and that sustainable transport had been identified as one of the key building blocks. The Committee **recognized** that close cooperation of the whole transport community is required in order to bring the case of a transport SDG before the diplomatic circles, which will take a final decision (Document ECE/TRANS/2013/11).

57. The Committee was **informed** by the secretariat about the procedural format of the SG’s post-2015 agenda, the process of formulating the new framework, as well as its major challenges and implications for UNECE. It **noted** that, although the SG will provide overall leadership in the process, it will be the prerogative of United Nations member States to deliver the new SDG’s. Main activities in this field will take place in 2013 for submission to the General Assembly (GA) at its sixty-eighth session (September 2013). Within the context of due preparation, the Committee **noted** that the forthcoming session of the ECE Commission (Geneva, 9–13 April 2013), will, in part, be dedicated to the future of SDG’s and their governance and **encouraged** delegations to liaise with their country’s Commission delegation, in order to facilitate the inclusion of sustainable transport as a future SDG.

2. Mitigation of environmentally harmful effects of inland transport

Documentation: Informal document No. 6

58. The Committee **noted** the developments that took place in 2012 with regard to the United Nations Development Account (UNDA) funded project aimed at developing and implementing a monitoring and assessment tool For Future Inland Transport Systems (ForFITS), with special focus on carbon dioxide (CO₂) emissions and the evaluation of the impact of policies aiming to facilitate climate change mitigation. The Committee **noted** that the forthcoming release of an improved version of ForFITS (expected by the end of March 2013), followed by the preparation and publication of a user manual and **encouraged** all countries to become involved in the piloting-out phase of the model, which is expected, together with capacity building and awareness raising workshops, to be organized in 2013 (Informal document No. 6).

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

Documentation: Informal document No. 7

59. The Committee **noted** the results of the three meetings of the Expert Group on Climate Change Impacts and Adaptations for International Transport Networks and of the conclusions and recommendations of the awareness raising and capacity building Conference on Adaptation of International Networks to Climate Change, that was held in Alexandroupolis (Greece), 25–26 June 2012, **reiterated** its interest in the subject and **requested** the secretariat to prepare a comprehensive and analytical report/publication (Informal document No. 7).

C. Intelligent Transport Systems (ITS)

60. The Committee **supported** the UNECE actions on Intelligent Transport Systems (ITS) in 2013, such as the joint UNECE – ITU Round table on driver distraction in June 2013, the harmonization of ITS requirements, the continued work on questions related to liability concerns and the work on the use of telematics in the transport of dangerous goods, with the aim to further transferring knowledge of ITS to policy makers to develop intelligent transport solutions for people around the world and the work of WP.29 to establish design and control principles for Advanced Driver Assistance Systems. The Committee **reconfirmed** its opinion that ITS, through the application of new technologies, is changing the way in which transport is managed, but also **pointed out** that more emphasis should be given to intelligent transport services rather than to technological solutions. With regard to the legal work undertaken by its subsidiary bodies, the Committee **expressed** the need of consistency between the different existing legal instruments that are managed by the different working parties. The Committee **encouraged** WP.1 and WP.29 to coordinate their activities and efforts even more closely in order to develop a consistent transversal approach on ITS, not only in resolving the legislative uncertainty, but also with special attention to aspects of drivers' education and behaviour raised by new vehicle technologies and **invited** the Chairs of WP.29 and WP.1 to report on their coordinated activities at the next Bureau meeting in June 2013. Finally, the Committee **requested** SC.1 to start discussions on infrastructure requirements linked to the introduction of ITS.

D. Assistance to countries with economies in transition

Documentation: ECE/TRANS/2013/12

61. The secretariat **informed** the Committee about the activities on assisting the countries with economies in transition undertaken in the past decade 2002–2012, as contained in document ECE/TRANS/2013/12. The Committee **noted** that the technical assistance and capacity building activities covered almost all clusters of the Transport Division and that most of the senior staff of the Division had participated in them. The Committee **encouraged** the secretariat to cooperate with other UN regional commissions to promote the use of the United Nations legal instruments in the field of transport across the globe as well as with other stakeholders, as they provide valuable perspective and solutions to transport issues.

62. The Committee **welcomed** the review of the technical assistance carried out by the secretariat over a decade and **supported** the strategy developed for the technical assistance and capacity building activities for countries with economies in transition for the next coming years, including the Special Programme of Economies of Central Asia (SPECA) Project Working Group on Transport and Border Crossings (PWG-TBC) and **requested** its implementation for the next biennium and beyond.

63. The Committee **invited** its subsidiary bodies to allocate adequate time and attention to support capacity building and technical assistance in their respective areas of work and **requested** the secretariat to enhance its fund raising activities and continue working on strategic partnerships with relevant international organizations; the Committee **encouraged** countries to consider financial support in the capacity building and technical assistance activities implementing the strategy.

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

Documentation: ECE/TRANS/2013/13

64. The Committee noted of the preparatory activities for a comprehensive 10-year review of Almaty Programme of Action (APoA) (ECE/TRANS/2013/13) and **recommended** that the regional meeting in Vientiane, which will be organized jointly by UNESCAP and UNECE on 5–7 March 2013, in preparation for the 10-year comprehensive review, which will take place in 2014, be used as a platform for further promotion of accession of new countries to United Nations legal instruments in the field of transport.

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

65. The Committee **expressed** its support for the preparation of the tripartite Fourth High-level Meeting on Transport, Health and Environment, that will be hosted by France and which will be held in Paris from 14 to 16 April 2014, in conjunction with the Transport Research Arena (TRA).

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

Documentation: Informal document No. 8

66. The Committee **noted** the further increase of Contracting Parties to United Nations transport agreements and conventions and, in particular, the growing interest by countries from beyond the ECE region (Informal document No. 8). The Committee **called upon** and **urged** all countries again to consider joining the United Nations agreements and conventions, developed by the Committee and administered by the UNECE Transport Division. In particular, the Committee **emphasized** the following conventions and agreements, which are considered to be essential for achieving efficient, safe and environmentally friendly transport, harmonized across countries and regions: Convention on Road Traffic; Convention on Road Signs and Signals; Convention on the Contract for the International Carriage of Goods by Road (CMR); European-Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR); Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention); International Convention on the Harmonization of frontier controls of goods (Harmonization Convention); Customs Convention on the Temporary Importation of Private Road Vehicles; Customs Convention on the Temporary Importation of Commercial Road Vehicles; European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR); Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These Prescriptions; Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles; and, Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, amongst others. Finally, the Committee **drew the attention to** the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under cover of SMGS Consignment Notes, which has not yet entered into force.

IX. 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)

67. The Committee was **informed** by the secretariat about the forthcoming, sixty-fifth, session of the Economic Commission for Europe (ECE), Geneva, 9–11 April 2013. The Committee **noted** that the meeting will mainly be devoted to innovation and to sustainable development, as follow-to Rio+20 and within the framework of the SG's post-2015 development agenda and **encouraged** delegations to liaise with their country's Commission delegation, in order to facilitate the inclusion of sustainable transport as a future SDG.

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

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

Documentation:

ECE/TRANS/WP.29/1095; ECE/TRANS/WP.29/1097; ECE/TRANS/WP.29/1097/Corr.1; ECE/TRANS/WP.29/1099;

ECE/TRANS/WP.5/50; ECE/TRANS/WP.5/52; ECE/TRANS/WP.5/52/Add.1;

ECE/AC.21/SC/2012/9;

ECE/TRANS/SC.2/218;

ECE/TRANS/SC.3/193; ECE/TRANS/SC.3/193/Add.1;

ECE/TRANS/WP.15/215; ECE/TRANS/WP.15/217;

ECE/TRANS/WP.15/AC.1/126; ECE/TRANS/WP.15/AC.1/126/Corr.1;

ECE/TRANS/WP.15/AC.1/126/Add.1; ECE/TRANS/WP.15/AC.1/128;

ECE/TRANS/WP.15/AC.2/44; ECE/TRANS/WP.15/AC.2/46;

ECE/TRANS/WP.30/260; ECE/TRANS/WP.30/260/Corr.1; ECE/TRANS/WP.30/262;

ECE/TRANS/WP.30/264; ECE/TRANS/WP.30/AC.2/109;

ECE/TRANS/WP.30/AC.2/109/Corr.1; ECE/TRANS/WP.30/AC.2/109/Corr.2;

ECE/TRANS/WP.30/AC.2/109/Corr.3; ECE/TRANS/WP.30/AC.2/109/Corr.4;

ECE/TRANS/WP.30/AC.2/111;

ECE/TRANS/WP.11/224; ECE/TRANS/WP.11/226;

ECE/TRANS/WP.1/135; ECE/TRANS/WP.1/135/Corr.1; ECE/TRANS/WP.1/137;

ECE/TRANS/SC.1/398;

ECE/TRANS/WP.6/163;

ECE/TRANS/WP.24/131.

68. The Committee **approved** as a whole all the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report.

B. Information on the 2010 E-Road and E-Rail Traffic Censuses

Documentation: Informal document No. 9

69. Mrs. Olga Kastlova (Czech Republic), Chair of the Working Party on Transport Statistics (WP.6), informed the Committee about the main achievements of WP.6 in 2012. The Committee **noted** of the information on the 2010 E-Road and E-Rail Traffic Censuses (Informal document No. 9) and **urged** UNECE member States to submit the results of the censuses at the earliest opportunity to the secretariat, in compliance with ITC resolutions No. 259 and No. 260, adopted at its seventieth session. The Committee **requested** all its subsidiary bodies to closely work together with WP.6 on all methodological issues of a statistical nature when preparing surveys for distribution among concerned stakeholders.

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

Documentation: ECE/TRANS/2013/14

70. The Committee **endorsed** document ECE/TRANS/2013/14, containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2012.

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

71. The Committee **requested** its Chair to report the findings of the Committee to the UNECE Executive Committee (EXCOM).

XIII. Programme of work and biennial evaluation for the period 2012–2013 (agenda item 10)

Documentation: ECE/TRANS/2012/9/Rev.1; ECE/TRANS/2012/10/Rev.1

72. The Committee **adopted** the revised versions of its programme of work for the biennium 2012–2013 (ECE/TRANS/2012/9/Rev.1) and the biennial evaluation plan 2012–2013 (ECE/TRANS/2012/10/Rev.1). Further to the request by the Committee at its seventy-fourth session, the documents now follow the same clustering as in other related United Nations documents.

XIV. List of publications for the period 2014–2015 (agenda item 11)

Documentation: ECE/TRANS/2013/15

73. The Committee **endorsed** the planned list of publications for the biennium 2014–2015 and **requested** the secretariat to continue its efforts to get any additional potential publication published (ECE/TRANS/2013/15).

XV. Schedule of meetings in 2013 (agenda item 12)

Documentation: ECE/TRANS/2013/16

74. The Committee **adopted** its schedule of meetings in 2013 and from January to March 2014 (ECE/TRANS/2012/16).

XVI. Transport developments in the European Union (agenda item 13)

Documentation: ECE/TRANS/2013/17

75. The Committee was **informed** by Mr. Ricardo Pascual Bremon from the European Commission, Directorate-General for Mobility and Transport, about key legislative and policy initiatives in the field of transport undertaken by the European Union (EU) in 2012 (ECE/TRANS/2013/17). In particular, the Committee **noted** (a) the work carried out towards new trans-European transport network (TEN-T) guidelines and the Connecting Europe Facility (CEF), (b) the adoption of Directive 2012/34 EU of 21 November 2012, establishing a single European railway area, (c) the preparation of a revision of the action programme in support of inland waterway transport, the Navigation and Inland Waterway Action and Development in Europe (NAIADES), (d) amendments to Directive 2006/126/EC introducing, as per 19 January 2013, a single European driving licence model, (e) the organization by the European Commission of the third Conference on Intelligent Transport in Europe, Vienna, 22 October 2012 and (f) the report of a High Level Group on Road Haulage on 19 June 2012.

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

Documentation: ECE/TRANS/2013/18

76. The Committee was **informed** by Mr. Hans-Michael Kloth from the International Transport Forum (ITF) about the latest developments related to the work of the International Transport Forum and, in particular, the cooperation between ITF and UNECE (ECE/TRANS/2013/18). The Committee **noted** (a) the 2012 ITF annual summit “Seamless Transport Making Connections” and UNECE’s participation therein (Leipzig (Germany) 2–4 May 2012), (b) the publication of various transport policy related studies and (c) the extension of the International Road Traffic and Accident Database (IRTAD) with twenty countries in Latin America and the Caribbean, as part of the region’s contribution to meeting the targets of the United Nations Decade of Action for Road Safety.

77. The Committee **underlined** the importance it attaches to UNECE continuing its active participation in the annual sessions of ITF, with the aim to scaling up the visibility of its major results also through these channels and to reaching out not only to the political level, but also to representatives of the academia and transport community at large. Furthermore, the Committee **called for** continued cooperation, particularly in the areas of inter-agency secretariat work on transport statistics and the analytical work on issues of joint interest.

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

Documentation: Informal document No. 11

78. The Committee was **informed** by the secretariat of recent activities of the Eurasian Economic Commission (EaEC) in the area of transport and border crossing facilitation, such as, in particular, the harmonization of national legislation of Customs Union member States both for access to services provided by different modes of transport (rail, road, air) and the licensing of transport operators wishing to provide such services as well as the on-going efforts to simplify Customs and related border crossing formalities for bona fide companies.

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

79. The Committee noted that its seventy-sixth session is tentatively scheduled to be held in Geneva from 25 to 27 February 2014.

XX. Adoption of the list of main decisions of the seventy-fifth session (agenda item 17)

80. The Committee **adopted** the list of main decisions of the seventy-fifth session.
