

**MEETING WITH THE CHAIR  
AND VICE-CHAIRS OF THE COMMITTEE ON INLAND TRANSPORT**

**Items to be discussed**

**Introduction**

The work of the Committee on Inland Transport aims at facilitating transport in the ECE region and at the same time at increasing its level of efficiency, safety, security and protection of the environment, thereby contributing efficiently to sustainable development.

To this end, the Committee on Inland Transport (ITC) elaborates and keeps up to date international Agreements and Conventions, which are legally binding for the countries that adhere to them and which provide the international legal and technical framework for national transport legislation in ECE Member States. These legal instruments cover all relevant aspects of inland transport, including infrastructures, vehicles, road traffic rules and border procedures. Altogether, 56 Agreements and Conventions have been elaborated, of which about 30 are up to date. The ITC also develops and keeps up to date recommendations on transport issues on which legally binding consensus cannot be achieved. In performing these regulatory and standard-setting functions, some of which have a global scope, the Committee fulfils a real need that is not performed by any other international organization.

The ITC also promotes the implementation of these legal instruments through surveys and other monitoring activities as well as through training activities and advisory services. In addition, the ITC promotes sub-regional cooperation of Governments with a view to the coordinated implementation of certain legal instruments, including those aimed at the development of coherent transport infrastructure networks in the region.

**1. Implementation of the programme of work in the last 12 months (since the 68<sup>th</sup> session of the Committee on Inland Transport)**

**Major achievements, constraints and new developments**

**(a) Development of legal instruments and recommendations on transport**

In 2006 the ITC and its subsidiary bodies amended the following 10 Agreements and Conventions on transport:

- European Agreement on International Carriage of Dangerous Goods by Road (ADR)
- TIR Convention
- 1958 Agreement on Vehicle Regulations
- Agreement on the International Carriage of Perishable Foodstuffs (ATP)
- European Agreement on Main International Traffic Arteries (AGR)
- European Agreement on Main International Railway Lines (AGC)

- European Agreement on Important Combined Transport Lines and R.I. (AGTC)
- European Agreement on Main Inland Waterways of International Importance (AGN)
- European Agreement on Carriage of Dangerous Goods by Inland Waterways (ADN)
- Agreement on Uniform Norms for Periodical Technical Inspections

In addition, the World Forum for Harmonization of Vehicle Regulations (WP.29), which works under the auspices of the ITC, adopted:

- 2 new ECE regulations annexed to the 1958 Agreement and 114 amendments to existing ones,
- 3 new global technical regulations in the context of the 1998 (global) Agreement, and
- 1 amendment to an existing rule annexed to the 1997 Agreement

Moreover, the ECOSOC Committee of Experts on Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, to which the Transport Division provides the secretariat, adopted amendments to the following:

- UN Recommendations on the Transport of Dangerous Goods, Model Regulations
- UN Recommendations on the Transport of Dangerous Goods, Tests and Criteria, and
- Globally Harmonized System of Classification and Labelling of Chemicals

(b) Implementation of legal instruments on transport

In 2006, the number of States that became Parties to ECE Agreements and Conventions on transport increased significantly. Altogether, **52 new accessions** to legal instruments were registered, of which 7 from non-ECE countries. While 23 were successions from Montenegro, which is exceptional, there were 29 other new accessions, a record-breaking figure.

Accessions from ECE Member States to ECE legal instruments on transport were: Albania 4; Armenia 6; Azerbaijan 1; Bulgaria 1; Czech Republic 1; Ireland 2; Kyrgyzstan 2; Latvia 1; Lithuania 1; Moldova 1; Turkey 1; Ukraine 1; Montenegro 23. Accessions from non-ECE countries were: India 1; Lebanon 2; Malaysia 2; Peru 1; Thailand 1.

(c) Highlights of the work of the ITC and its Subsidiary Bodies

*Work of the World Forum for Harmonization of Vehicle Regulations (WP.29)*

In 2006, as outlined above, the World Forum for Harmonization of Vehicle Regulations (WP.29) adopted **2 new ECE Regulations** annexed to the 1958 Agreement and as many as **114 amendments** to existing ones. This was a record-breaking figure for amendments, which updated altogether 77 existing vehicle regulations. Another achievement of WP.29 was the adoption of **3 new global technical regulations** in the framework of the 1998 Agreement. These newly adopted global regulations will improve safety of motorcycle users and control of pollutant emissions from heavy-duty vehicles, two major concerns of Member States.

Yet another development in this area in 2006 was the decision of the EC to **migrate its vehicle regulatory system to the ECE vehicle regulations**. This means that basically, instead of developing new vehicle Directives, the EU has started to make mandatory ECE vehicle regulations. In 2006, 3 ECE regulations were made mandatory in the EU through this procedure. The EC also increasingly refers to ECE regulations for updating its Directives. So far, the EC has updated 15 related Directives with references to the corresponding ECE Regulations. This trend will continue in future for another 37 Directives following the recommendations contained in the

report for a Competitive Automotive Regulatory System for the 21<sup>st</sup> century (CARS 21). The EU applies now altogether 105 ECE Regulations.

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

Work continued in 2006 on procedures to ensure the financing of the TIRExB and the TIR Secretariat, as well as on computerization of the TIR procedures, in particular the so-called eTIR system. The eTIR system aims at providing Customs-to-Customs information exchange and a system for management of guarantee information.

The Convention on the Harmonization of Frontier Controls of Goods was amended to include provisions aimed at further harmonized border procedures for international road transport and making them more efficient.

*Working Party on the Transport of Dangerous Goods and ECOSOC Committee of Experts*

Amendments to various legal instruments regulating the transport of dangerous goods by road (ADR), rail (RID) and inland waterway (ADN) were adopted in 2006 for entry into force in 2007. Consolidated versions of ADR and ADN for entry into force in 2007 were published.

The ECOSOC Committee of Experts on Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals adopted amendments to the UN Recommendations on the Transport of Dangerous Goods and to the GHS. The IMO, ICAO and the ECE will use these amendments as a basis for updating the legal instruments regulating transport of dangerous goods by the various transport modes. Amendments to the GHS will provide the basis for updating national legislation on several areas, including labour safety and consumer protection, in many countries.

*Working Party on Road Traffic Safety (WP.1)*

In March 2006, amendments to the 1968 Convention on Road Traffic and on Road Signs and Signals as well as to the 1971 European Agreements supplementing them entered into force. Recommendations including on driving under the influence of alcohol; bicycle, motorcycle and moped safety; increasing seat-belt usage; pedestrians' safety; and daytime running lamps were adopted in 2006. Following the UN General Assembly resolution of 26 October 2005, work on raising awareness about road safety issues at global level continued, and the First UN Global Road Safety Week was being prepared in cooperation with the WHO.

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

In this area, a web tool was developed to monitor the implementation of the AGTC Agreement, which may serve as a model for other ECE legal instruments. As a first step, online information is available on the performance of the pan-European rail and intermodal transport networks and their compliance with the infrastructure and performance standards stipulated in the AGC and AGTC Agreements.

*Sub-regional cooperation projects and other capacity building activities*

Following the completion of the TEM and TER Master Plan in 2005, which had identified the priority infrastructure needs of 21 Central, Eastern and South-Eastern European countries, and evaluated and prioritized 491 projects with a total cost of 102 billion Euro, in 2006 the TEM and TER Projects focused on monitoring the implementation of those projects, collection of missing data and preparation of a progress report.

Substantial progress was also achieved in 2006 in the implementation of the UN Development Account Project on Capacity Building in Developing Interregional Transport Linkages. The ECE and ESCAP secretariats jointly organized in Thessaloniki (Greece) the Fourth Expert Group Meeting on Developing Euro-Asian Transport Links. Eighteen country representatives from the Euro-Asian region finalized the selection and definition of the main Euro-Asian road, rail and inland water transport routes, and identified main transshipment points and ports along them. GIS maps of those routes were developed and **230 Euro-Asian transport projects**, of a total cost of US \$ 42 billion, were **evaluated and prioritized**. Work on transport links connecting Europe with the Middle East and Asia, as well as Mediterranean links, continued in cooperation with UNECA, UNESCWA and UNESCAP.

Other capacity building activities and technical assistance to countries with economies in transition were carried out in 2006. Altogether **60 advisory missions and capacity building activities** were carried out in more than 30 countries in 2006. Over 600 experts from public and private sector attended 6 sub-regional or national capacity building workshops organized in Eastern and South-Eastern Europe as well as in Caucasus and Central Asia.

Moreover, Central Asian and Caucasus countries benefited from an EC funded project for funding participation of their experts in the ITC work. At the completion of the project in 2006, **56 government experts from those countries had attended eleven ITC meetings**.

#### *Cooperation with other international organizations*

Following the OSCE decision to place transport as the central theme for OSCE Economic and Environmental Dimension in 2006, ECE-OSCE cooperation on transport has strengthened. ECE contributed substantially to the 14<sup>th</sup> OSCE Economic Forum, with a comprehensive report on implementation of the OSCE commitments in transport. This led to raising political awareness of the importance of ECE legal instruments on transport and to the joint organization of two seminars on the ECE Harmonization Convention **with OSCE financial support**. One, held in cooperation also with EurAsec, took place in Moscow on 17-18 October 2006, and another was held in Belgrade on 14-15 December 2006. Proposals for financial support for implementation of the TEM and TER Master Plan and for the continuation of the Euro-Asian transport links project in a new phase (2007-2010) were also submitted to the OSCE. In its Decision No. 11/06-5 December 2006 on Future Transport Dialogue in the OSCE, the OSCE Council of Ministers encouraged OSCE participating States to make use of the existing internationally recognized legal instruments and to enhance co-operation with the UNECE, in particular in providing support for the implementation of relevant conventions, the TEM and TER Master Plan, and the Euro-Asian transport links project Phase II.

#### (d) Constraints

##### *TIR Convention*

Following increased fraud in the 1990's, the TIR Convention was strengthened with stricter security measures, including tighter control over the access to the TIR regime for transport operators and national associations as well as the creation of the TIRExB and the TIR Secretariat. However, the implementation of TIR Convention remains fragile. In 2006, the international organization that prints and distributes TIR Carnets and manages the international TIR guarantee chain, the IRU, has raised a number of issues that have put the implementation of the convention at risk. The WP.30 and the TIR Administrative Committee addressed these issues and finally the threat that the TIR system might be disrupted has been averted. The ECE secretariat has initiated informal discussions with EC and IRU in order to further address those

issues. Although some progress has been made, the sustainability of the TIR system is not yet ensured and there may still be **challenges ahead**.

#### *Sub-regional cooperation and other capacity building activities*

A major constraint in 2007 will be the lack of sufficient funds for supporting sub-regional cooperation for the coordinated development of transport links in the ECE region, particularly of Euro-Asian Transport Links. The UNDA project that funded the joint ECE-ESCAP work on Euro-Asian transport links will be terminated soon. For ensuring continued cooperation of the governments concerned on Euro-Asian transport links, **extra-budgetary funds will be required**.

Another challenge will be **how to ensure the attendance of Central Asian and Caucasus countries to meetings** of ITC and subsidiary bodies, since the EU funds that allowed financing the participation of a delegate per country were discontinued.

#### (e) Outlook for 2007

In 2007, the challenge for the ITC will be to continue to be useful for Member States by further contributing to facilitate transport in the ECE region and at the same time to increase its level of efficiency, safety and environmental performance, thereby contributing efficiently to sustainable development. To this end, the ITC subsidiary bodies will continue to develop the legal instruments and recommendations in the field of transport.

It is expected that WP.29 will adopt 2 new ECE regulations and about 70 amendments to existing ones. It is also expected that WP.29 will adopt at least 1 new global technical regulation in the framework of the 1998 Agreement. In addition, following a request from the international association of motor vehicle manufacturers (OICA from its title in French), the WP.29 will start considering the possibility and implications of developing in future, in addition to its vehicle regulatory work, also **fuel quality regulations**.

Priority will have to be given to **helping non-EU countries prepare for the introduction of the digital tachograph** in their vehicle fleets. The AETR Agreement will require the digital tachograph. Among the issues to be addressed at the national level are type approval, security policy, workshop approval, card issuance, training, data protection and risk management.

The First UN Global Road Safety Week will be held from 23 to 29 April 2007. It will be targeted at young road users including young drivers. A **World Youth Assembly** for Road Safety will be held in the Palais des Nations on **23 and 24 April 2007**, and will be followed by a Global Stakeholder Forum on 25 April 2006. Road safety work will focus on the revision of Consolidated Resolution on Road Traffic (R.E.1) with the aim of diffusing it as a best practice guide applicable worldwide.

In the area of Intermodal Transport and Logistics, work will focus on contributing to efficient Euro-Asian rail and intermodal transport links with the objective to promote economic and social development and trade among and with countries in Central-Europe, Caucasus and South-East Europe and to facilitate, also under security considerations, Euro-Asian land transport as a complement to maritime transport.

Work on the TIR Convention will focus on further strengthening its provisions and its implementation and addressing outstanding issues.

The European Conference of Ministers of Transport (ECMT) decided in 2006 to transform itself into an International Transport Forum (playing in the field of transport a role similar to that of

the Davos Forum in the global economy). This decision entailed the discontinuation as from 2007 of most of its working groups, including on rail transport, intermodal transport and logistics, and transport statistics. Only the ECMT Working Group on Road Transport will be maintained but limiting its scope to the multilateral quota system. This new situation will have an impact on the relevant ITC subsidiary bodies, which will become the only pan-European bodies in their subject, and may entail additional responsibilities for them, as they may have to deliver some outputs previously produced by the ECMT groups.

In 2007, intersectoral cooperation with other ECE Sectoral Committees will be strengthened in 2007. Cooperation with the Committee on Trade and with the Conference of European Statisticians will be developed.

## **2. Presentation of the Committee's programme of work for the period 2006-2010**

The ITC reviews its programme of work every two years for the following period of four years. At its 68<sup>th</sup> session in February 2006, the ITC adopted its programme of work for the period 2006-2010. The ITC Programme of Work for 2006-2010 (ECE/TRANS/166/Add.1) already addresses the priorities identified in the Work Plan on ECE Reform.

At its 69<sup>th</sup> session in February 2007, it was not expected that the ITC would deal with its programme of work. Nevertheless, in order to take further into account the new priorities identified in the Work Plan on the ECE Reform, it is expected that the ITC will adopt a few new programme elements or amendments to existing ones, as contained in **Annex 1** to the present document.

## **3. Review of the subsidiary intergovernmental structure of the Committee**

Following the adoption of the Work Plan on ECE Reform, at its 68<sup>th</sup> session in February 2006, the ITC requested its Bureau to prepare a review of its intergovernmental structure. On the basis of views expressed by Chairpersons of ITC subsidiary bodies on ways and means to increase the efficiency of their working parties, the Bureau held two in-depth discussions on the subject and, taking into account the discontinuation of ECMT technical groups, found it difficult at this juncture to modify the present structure and recommended to the ITC that all its subsidiary bodies be maintained. It is expected that, at its 69<sup>th</sup> session in February 2007, the Committee will follow this recommendation. The Bureau felt that the discontinuation of ECMT groups was a chance for the ITC to enhance its contribution and recommended to the Committee to ask its subsidiary bodies to consider in detail the programmes of work of the discontinued ECMT groups with a view to identifying areas that they could take up.

As to conference servicing needs, 3 meeting days a year will be saved from 2007 in the area of inland water transport, but, due to the discontinuation of the ECMT Group on Intermodal Transport and Logistics, 1 additional meeting day was requested for WP.24 as from 2007.

## **4. Progress on implementation of the Work Plan of the ECE Reform**

In paragraphs 35 to 39, the Work Plan on ECE Reform requests the ITC to strengthen a number of areas of work and activities, and to submit proposals thereon to the Executive Committee. The following paragraphs intend to provide a basis for addressing these priorities and for proposals thereon. It is expected that the ITC will endorse them.

In the fields of border crossing and trade facilitation, the UN Center for Trade Facilitation and Electronic Business (UN/CEFACT), in particular its International Trade and Business Group, carries out work that is relevant to a number of ITC SB's and to various ECE Conventions on transport, such as on the transport of dangerous goods, where integrated work is currently

ongoing. It might be advantageous for other legal instruments on transport to follow and participate in this work more closely. Also those groups develop UN eDocs, which could be considered to replace the current paper based documents in legal instruments on transport. The Transport Division currently follows developments in those groups and keeps the relevant ITC SB's informed. However, in order to strengthen the ITC border-crossing activities, it may be useful to explore how best the ITC and the Committee on Trade could cooperate. To this end, it is proposed to **organize a meeting of the Chairs and Vice-Chairs of both Committees** at the nearest possible opportunity, e.g. during the 62nd ECE session.

With regard to THE PEP and environmental aspects of transport, both the Environment and the Transport Divisions continue to cooperate closely, including in the preparation of the High Level Meeting on Transport, Health and Environment, which will take place in 2008. They are also seeking the required financial resources for the Clearing House. In addition, they have jointly organized a workshop on sustainable urban transport, which was held in Tbilisi, Georgia on 18-20 October 2006. Weekly coordination meetings between both Divisions are taking place to better coordinate work in progress. While it could be useful to have the views of THE PEP Steering Committee itself, it is proposed that both Committees strengthen their cooperation in the preparation of the 2008 High Level Meeting. It is also proposed that the various modal Working Parties of the ITC review the state of the art of the environmental impacts of their respective transport modes and initiate or strengthen work as appropriate.

Regarding implementation of legal instruments on transport, the secretariat, under the guidance of the ITC and the relevant subsidiary bodies, has for many years now monitored implementation of some of them. It has monitored the AGTC and the AGN Agreements through data collected from member countries and published in the so-called "Yellow Books" and "Blue Books" respectively. More recently, the secretariat has developed a web tool providing on-line access to information on pan-European rail and intermodal transport links as regards compliance with the AGC and AGTC standards. Furthermore, in the context of cooperation with OSCE, a survey on the implementation of the Harmonization Convention in Member States was launched, which led to the organization of two capacity building seminars to improve such implementation, both with OSCE financial support. It should be noted, however, that the monitoring competence of the secretariat is not well defined, that proper monitoring may require additional meeting time for intergovernmental bodies and that strengthening implementation requires also capacity building activities, for which resources are not always available. Bearing this in mind, it is proposed **to monitor the implementation of three other Conventions on transport**, i.e. the Convention on Road Traffic, of 1968; the Convention on Road Signs and Signals, of 1968; and the AETR Agreement.

Concerning Euro-Asian transport links, the ITC already introduced into the AGR and AGC Agreements the main roads and rail lines in the Caucasus and Central Asia, and similar work on the AGTC is under way. However, the actual development is left to the governments concerned. Cooperation among these governments on the development of Euro-Asian transport links started in 2003 with the joint ECE-ESCAP implementation of a project funded by the UN Development Account. As indicated earlier, important results have been achieved in the framework of this project, including identification of the main Euro-Asian transport routes, as well as the main transshipment points and ports along those routes, development of GIS databases and maps, organization of national and sub-regional capacity building workshops, and evaluation and prioritization of a large number of investment projects. However, the UNDA project, and with it its funds, is about to finish. This means that delegates from the governments concerned may no longer be able to participate in meetings organized to develop Euro-Asian transport links. A proposal was made to OSCE to raise funds for financing such participation, so far without results. To strengthen Euro-Asian transport links, it is proposed: 1) **to set up a mechanism for cooperation** of governments in the Euro-Asian region on the coordinated development of Euro-

Asian transport links; 2) **to organize capacity building activities** to the intention of those governments on benefits and obligations of implementation of key transport conventions; and 3) **to facilitate participation of delegates from Caucasus and Central Asian countries** in the meetings of the ITC and selected SB's. For this to happen, extra-budgetary funds will have to be made available.

As regards the TIR Convention, the WP.30 and the TIR Administrative Committee have considered proposals prepared by the secretariat, in cooperation with Contracting Parties and the European Commission, to ensure a sustainable financing of the TIRExB and the TIR secretariat. Computerization of the TIR procedure is under way. Seminars on the TIR Convention have been organized in order to improve its implementation. A seminar on TIR vehicle approval is planned for the first half of 2007. However, the implementation of the TIR Convention still remains fragile. The international organization that prints and distributes TIR Carnets and manages the international TIR guarantee chain, the IRU, has raised a number of issues that have put the implementation of the Convention at risk. Transparency in managing the Convention needs to be improved. The ECE secretariat has initiated informal discussions with EC and IRU to address these issues. In the long term, in order to de-link the work of the TIR secretariat from the financing by the IRU, **alternative sources of financing**, either by inclusion in the regular budget of the ECE or through other channels, may have to be considered. In order to improve transparency in managing the TIR Convention, consideration should be given to the **financial reporting** to be requested from the IRU.

As to the additional resources allocated to the transport sub-programme in the Work Plan on ECE Reform in order to address the new priorities, one Professional post has been assigned to strengthening border crossing facilitation and TIR activities, and the other to monitoring and strengthening the implementation of legal instruments on transport as well as to THE PEP. Both posts deal with Euro-Asian transport links, one with regard to border crossing facilitation, and the other with regard to monitoring and strengthening the implementation of legal instruments on transport in the countries concerned.

## **5. Intersectoral activities within ECE**

In addition to well-established intersectoral cooperation between the ITC and other ECE Sectoral Committees like the Committee on Environmental Policy and the Committee on Sustainable Energy, cooperation with other Committees is under way. As mentioned earlier, it is proposed that the Chairpersons and Vice-Chairpersons of the ITC and the Committee on Trade meet at the nearest possible opportunity, e.g. on the occasion of the forthcoming 62<sup>nd</sup> ECE session, in order to explore further cooperation between the two Committees.

**A proposal for cooperation between the ITC and the Conference of European Statisticians (CES)**, aimed at jointly analyzing the ITC work on transport statistics in order to increase its value for Member States and other users and ensure production of user-oriented transport statistics, is being jointly prepared by the Statistical and the Transport Divisions and will be submitted to the 69<sup>th</sup> session of the ITC, on the one hand, and to the CES on the other hand, in February 2007. The review will propose recommendations for action to the competent ECE bodies in order to improve the work in the area of transport statistics. A preliminary draft is attached for information as **Annex 2** to the present document. It is expected that both the ITC and the CES will approve this proposal.

In future, it is expected that cooperation with the Committees on Environmental Policy and on Sustainable Energy will also be strengthened **in the future development of fuel quality standards** in the framework of the WP.29. WP.29 will organize in 2008 a Round Table in order



to examine all the implications of this additional task and those Committees will be invited to participate in the Round Table.

## **6. Cooperation with other organizations**

The ITC cooperated with other international institutions and organizations as follows.

### European Commission

- Migration of EU vehicle regulatory framework to UNECE vehicle regulations;
- Introduction of digital tachograph into AETR Agreement
- Funding participation of CCA countries in ECE transport meetings
- Application of the ECE ADR Agreement in EU legislation

### European Conference of Ministers of Transport (ECMT)

- Joint meeting of Working Parties on Intermodal Transport & Logistics
- Joint meeting of Working Parties on Rail Transport
- Joint work on transport statistics

### Organization for Security and Cooperation in Europe (OSCE)

- Implementation of OSCE commitments on transport
- Implementation of Harmonization Convention (2 seminars)

### Organization for Economic Cooperation and Development (OECD)

- Cooperation on updating GHS

### World Health Organisation (WHO)

- Global road safety activities

### WHO-Europe

- THE PEP
- European activities for Global Road Safety Week

### EUROSTAT

- Joint work on transport statistics

### Comité européen de normalization(CEN)

- Ensure conformity of EN standards with RID/ADR/ADN requirements

### Central Commission for Navigation on the Rhine (CCNR)

- Joint meeting on transport of dangerous goods by inland waterways

### Organisation intergouvernementale pour les transports internationaux ferroviaires (OTIF)

- Joint meeting of OTIF RID Safety Committee and ECE WP.15

### Black Sea Economic Cooperation (BSEC)

- Joint work on Euro-Asian Transport Link ports

### World Bank

- Global road safety activities

### International Civil Aviation Organization (ICAO)

- Implementation Recommendations on Transport of Dangerous Goods

International Maritime Organization (IMO)

- Implementation Recommendations on Transport of Dangerous Goods

International Labour Organization (ILO)

- Implementation of GHS and capacity building activities

International Atomic Energy Agency (IAEA)

- Transport of radioactive materials

Economic and Social Commission for Asia and the Pacific (ESCAP)

- 4<sup>th</sup> Expert Group Meeting on Euro-Asian Transport Links
- 11<sup>th</sup> session of SPECA WG on Transport and Border Crossing
- UNDA interregional transport linkages
- Road safety activities

Economic and Social Commission for Western Asia (ESCWA)

- UNDA interregional transport linkages
- Road safety activities

Economic Commission for Africa (ECA)

- UNDA interregional transport linkages
- Road safety activities

Economic Commission for Latin America and the Caribbean (ECLAC)

- UNDA interregional transport linkages
- Road safety activities

UN Institute for Training and Research (UNITAR)

- Implementation of GHS and capacity building activities

International Road Transport Union (IRU)

- TIR
- Cooperation on development of TEM Master Plan

## ANNEX 1

### ITC PROGRAMME OF WORK 2006-2010

#### New or amended Programme Activities to reflect new priorities of the Work Plan \*

The following new or amended Programme Activities related to the priorities of the Work Plan refer to the ITC Programme of Work for 2006-2010 (ECE/TRANS/166/Add.1)

#### *Transport and Environment*

Programme Activity 02.8: Transport, Health and Environment

Under Work to be undertaken, add:

**“(c) Support the raising of extra-budgetary funds for the operation of THE PEP Clearing House  
Priority: 1”**

Programme Activity 02.2: Road Transport, Activity (b)

Amend to read:

**“Output expected by 2006-2007: Preparation and possible adoption of new amendments to Annex II of the AGR which relate to safety, **environmental protection** and security. Priority: 1”**

Programme Activity 02.4: Development and Harmonization of Vehicle Regulations, 02.4.1

Amend to read:

**Description:** The World Forum for Harmonization of Vehicle Regulations (WP.29) will develop regulations and ....., including the relevant activities aimed at improving road transport safety, saving energy and [taking into account] **increasing** the protection of the environment.

#### *Strengthening implementation of legal instruments on transport*

Programme Activity 02.2, Activity 02.2.2

Under Work to be undertaken (c), add:

**“Output expected by 2008-2009: Issuance of a report on the checks carried out by Contracting Parties of driving and rest periods of professional drivers, in order to ensure observance of the provisions of the AETR. Priority: 1”**

Programme Activity 02.3: Road Traffic Safety, Activity (a)

Under Work to be undertaken, add:

**“Output expected by the end of 2008/2009: Issuance of a report on the implementation in Contracting Parties of selected aspects of the Vienna Conventions on Road Traffic and on Road Signs and Signals and of the European Agreements supplementing them. Priority: 1”**

Programme Activity 02.9: Intermodal Transport and Logistics, Activity (b)

Amend 3rd indent to read:

**“Monitoring, implementing and, whenever feasible, improving existing standards and .....”**

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\*/ Amendments proposed to current Programme Activities are reproduced in bold. Text to be deleted is in square brackets.

## *Strengthening the TIR Convention*

Programme Activity 02.10: Customs Questions affecting Transport, Activities (a) and (d)

Under Activity (a), add:

**“Output expected in 2007: Amendments to the legal provisions of the TIR Convention and the procedures contained in the UNECE-IRU agreement concerning the transfer and collection of the amounts for the financing of the operation of the TIR Executive Board and TIR secretariat;”**

Under Activity (d), add:

**“Output expected in 2007: A final project description of the computerization of the TIR procedure, including the following elements: Customs-to-Customs information exchange system and TIR guarantee data management system (eTIR); system for electronic launch of declaration for the TIR transport; data exchange of guarantee data.”**

## ANNEX 2

### **Review of ECE Data Work in Transport: Preliminary Draft Proposal for a New Intersectoral Activity of the Inland Transport Committee and the Conference of European Statisticians**

#### Prepared jointly by the Statistical and Transport Divisions

The Work Plan on ECE Reform, in paragraph 28 stipulates that Sectoral Committees will jointly prepare and submit proposals to the Executive Committee on issues and activities of common interest.

The present document contains a preliminary draft proposal that could be jointly submitted by the Committee on Inland Transport and the Conference of European Statisticians to the Executive Committee. The proposal consists of a review, to be carried out by 3 to 4 external experts, in order to analyze and assess the present situation with respect to the statistical data work carried out under the Inland Transport Committee, and propose recommendations for action to the Inland Transport Committee and other competent ECE bodies in order to improve the work in the area of transport statistics.

The review will address the following issues:

1. What are the statistics that the Inland Transport Committee and its various subsidiary bodies as well as their respective individual members would require on a regular basis for their various tasks of regulatory development, implementation, monitoring, technical assistance, transport trends and policy analysis?
2. To what extent does the present set of statistics collected and published by the ECE Transport Division under the guidance of the Working Party of Transport Statistics (WP.6) meet these requirements?
3. To what extent does this set of transport statistics provide value added for external users compared to the statistics made available by other international organizations? How do they compare with respect to country coverage, timeliness, documentation and user-friendliness of access? What will be the impact of the discontinuation of the ECMT Working Group on Transport Statistics on the work of the WP.6?
4. To what extent is the data work of the Transport Division in line with the Principles Governing International Statistical Activities that were recently endorsed by the UN Statistical Commission?

If the principle of embarking on an activity with the objectives as described is agreed by the Bureaus of both the Inland Transport Committee and the Conference of European Statisticians in principle, the implementation steps would be as follows:

1. A mandate for the review to be decided by the Bureaus of the Inland Transport Committee (ITC) and of the Conference of European Statisticians (CES) (the former will meet on 5 February, the latter will meet on 12 and 13 February 2007) would have to be worked out, which would also include rules of procedure, etc. It is proposed that this mandate be drafted jointly by the relevant staff members in both the Statistical and Transport Divisions. If the ITC agrees with this initiative, its Chairman could inform the EXCOM, which has pushed for new intersectoral activities, about it at the meeting of 9 February 2007.
2. Since the experts who will carry out the review cannot be paid, they would have to be volunteered by member countries. It would be desirable to have one member of the Working

Party on Transport Statistics (WP.6), and one member of another ITC subsidiary body, plus 1 or 2 persons identified by the Conference of European Statisticians from National Statistical Offices, as members of the review team.

3. Item 1 above requires a systematic collection of information needs from a variety of groups and users, and should therefore be given enough time. In parallel, work on items 3 and 4 above can be carried out. In this first phase, the experts may therefore agree to divide their work. Item 2, and the set of recommendations addressing all the four items above, should be worked out in a second phase by the whole team.
4. One person from the Transport and another from the Statistical Divisions of ECE would be designated to support the review team during this process. It is understood that the additional workload for these two persons from this function will be small, given that the substance of the work is carried out by the external experts.
5. If a continuing need for regular statistical work in transport is confirmed, one option to be considered by the experts should be that it might make use of the tools developed by the Statistical Division for data work (SQL database and PC-AXIS dissemination platform).
6. Within the mandate given, the experts will be completely free in their work, especially concerning the recommendations. They have access to all documents that are relevant in this context, including internal documents, and they can ask both divisions for any additional information and presentation of tools.
7. The recommendations and the report, containing a plan of action, should be submitted to the Bureau of the Inland Transport Committee and to the Bureau of the Conference of European Statisticians not later than one year after the adoption of the mandate. The jointly agreed plan of action should subsequently be submitted to EXCOM for final endorsement.

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