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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE  
ON ITS SEVENTY-FIRST SESSION  
(Geneva, 24-26 February 2009)**

<b>CONTENTS</b>		<u>Paragraphs</u>	<u>Page</u>
I.	CHAIRMANSHIP .....	1	5
II.	ATTENDANCE.....	2	5
III.	ADOPTION OF THE AGENDA (Agenda item 1) .....	3	5
IV.	RESULTS OF THE COMMITTEE'S BUREAU MEETINGS (Agenda item 2) .....	4-7	6
V.	THE SIXTY-THIRD SESSION OF THE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE), GENEVA, 31 March - 1 April 2009 (Agenda item 3) .....	8	6
VI.	MATTERS ARISING FROM THE ECONOMIC AND SOCIAL COUNCIL AND OTHER UNITED NATIONS BODIES AND CONFERENCES (Agenda item 4).....	9-10	6
VII.	REPORT TO THE UNECE EXECUTIVE COMMITTEE ON THE IMPLEMENTATION OF THE PRIORITIES OF THE UNECE REFORM FOR STRENGTHENING SOME ACTIVITIES OF THE COMMITTEE (Agenda item 5) .....	11-14	7
VIII.	REORGANIZATION OF THE TRANSPORT DIVISION AND ITS STRATEGY (Agenda item 6).....	15	7
IX.	ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION (Agenda item 7) .....	16-20	7
	A. Activities of the Trans-European Motorway (TEM) and Trans- European Railway (TER) Projects, including the Revision of their Master Plan (Agenda item 7(a)) .....	16-18	8

<b>CONTENTS (continued)</b>		<u>Paragraphs</u>	<u>Page</u>
B.	Other activities, projects and fund-raising issues (Agenda item 7(b)) .....	19-20	8
X.	TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME (THE PEP) AND ENVIRONMENTAL ASPECTS OF TRANSPORT (Agenda item 8) .....	21-22	8
XI.	REVIEW OF THE TRANSPORT SITUATION IN UNECE MEMBER COUNTRIES AND OF EMERGING DEVELOPMENT TRENDS (Agenda item 9).....	23-25	9
A.	Transport developments in the European Union (Agenda item 9(a))...	23	9
B.	Developments related to the work of the International Transport Forum (Agenda item 9(b)).....	24	9
C.	Review of the transport situation and emerging trends in the UNECE region (Agenda item 9(c)) .....	25	9
XII.	GLOBAL WARMING AND TRANSPORT (Agenda item 10) .....	26-31	9
XIII.	DISCUSSION ON THE IMPACT OF GLOBALIZATION ON TRANSPORT, LOGISTICS AND TRADE IN THE FRAMEWORK OF A HALF-DAY CONFERENCE JOINTLY ORGANIZED BY THE INLAND TRANSPORT COMMITTEE AND THE COMMITTEE ON TRADE (Agenda item 11).....	32-34	10
XIV.	ISSUES THAT NEED CONSIDERATION AND REQUIRE DECISIONS BY THE COMMITTEE (Agenda item 12).....	35-108	11
A.	Activities related to Euro-Asian transport links (Agenda item 12(a))..	35-37	11
B.	Activities related to seaports' connections to the hinterland (Agenda item 12(b)).....	38	11
C.	Endorsement of the revised methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks (Agenda item 12(c)).....	39	12
D.	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (Agenda item 12(d)).....	40-46	12
E.	Restrictions imposed on the transit quota of road transport permits (Agenda item 12(e)).....	47-50	13
F.	Strengthening WP.1 contribution to the global road safety (Agenda item 12(f)) .....	51-55	13
G.	Transport and security (Agenda item 12(g)).....	56-57	14
H.	Preparation of a new Annex 9 (rail crossing) to the Harmonization Convention (Agenda item 12(h)).....	58	14
I.	Progress on the computerization of the TIR procedures - The eTIR project (Agenda item 12(i)).....	59-61	14
J.	New Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport (Agenda item 12(j)) .....	62-63	15
K.	Border crossing and transit performance measurement (Agenda item 12(k)).....	64-65	16

<b>CONTENTS (continued)</b>		<u>Paragraphs</u>	<u>Page</u>
L.	Supply chain and logistics implications for transport (Agenda item 12(l)) .....	66-71	16
1.	Supply chain challenges for national competitiveness through transport (Agenda item 12(l)(i)).....	66-67	16
2.	Logistics challenges and implications for transport, particularly intermodal transport (Agenda item 12(l)(ii)).....	68-69	16
3.	Transport and trade facilitation from the perspectives of Global Supply Chains (Agenda item 12(l)(iii)) .....	70-71	17
M.	Preparation for the 2010 E-Road and 2010 E-Rail Traffic Censuses (Agenda item 12(m)) .....	72-73	17
N.	Review of the most important issues related to the Harmonization of Vehicle Regulations (Agenda item 12(n)) .....	74-82	17
O.	Fuel standards (Agenda item 12(o)) .....	83-85	19
P.	Second edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (Agenda item 12(p)) .....	86	20
Q.	Harmonization of navigation rules for inland water transport in Europe (CEVNI) (Agenda item 12(q)).....	87	20
R.	Review of the most important issues related to the Transport of Dangerous Goods (Agenda item 12(r)) .....	88-100	21
S.	Review of the most important issues related to the Transport of Perishable Foodstuffs (Agenda item 12(s)) .....	101-104	23
T.	Transport of people with reduced mobility (Agenda item 12(t)) .....	105-106	23
U.	Informal task force on rail transport security (Agenda item 12(u)).....	107-108	23
XV.	ISSUES OF INFORMATIVE CHARACTER AND FORMAL APPROVAL BY THE COMMITTEE (Agenda item 13) .....	109-111	24
A.	Approval of reports of the Committee's subsidiary bodies (Agenda item 13(a)).....	109	24
B.	Status of accession to international UNECE transport agreements and conventions (Agenda item 13(b)) .....	110-111	24
XVI.	SCHEDULE OF MEETINGS IN 2009 (Agenda item 14) .....	112	24
XVII.	ACRONYMS OF THE SUBSIDIARY BODIES OF THE INLAND TRANSPORT COMMITTEE (Agenda item 15) .....	113	24
XVIII.	ANY OTHER BUSINESS (Agenda item 16).....	114-116	24
A.	Presentation by the Economic Cooperation and Integration Division on how to establish Public-Private Partnerships in the road sector (Agenda item 16(a)).....	114	24
B.	Election of new members of the Committee's Bureau (New agenda item).....	115	25
C.	Date of next session (Agenda item 16(b)) .....	116	25
XIX.	ADOPTION OF THE LIST OF MAIN DECISIONS OF THE SEVENTY-FIRST SESSION (Agenda item 18).....	117	25

**CONTENTS (continued)****Page****Annexes**

I	Summary of discussions and outcome paper of the Conference on the Impact of Globalization on Transport, Logistics and Trade .....	26
II	Resolution No. 259: E-Road Traffic Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe in 2010 (“2010 E-Road Traffic Census”) .....	29
III.	Resolution No. 260: E-Rail Traffic Census in Europe in 2010 (“2010 E-Rail Traffic Census”) .....	30

## **I. CHAIRMANSHIP**

1. The Inland Transport Committee (ITC) held its seventy-first session from 24-26 February 2009 under the Chairmanship of Mr. Ralph Kellermann (Germany).

## **II. ATTENDANCE**

2. Representatives of the following countries participated: Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Cyprus, Czech Republic, Estonia, Finland, France, Germany, Greece, Hungary, Israel, Italy, Jordan, Latvia, Lithuania, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Syrian Arab Republic, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. The European Commission (EC) was represented. Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), European Association for Forwarding, Transport, Logistic and Customs Services (CLECAT), International Rail Transport Committee (CIT), Committee of the Organization for Co-operation between Railways (OSJD), Danube Commission (DC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Security and Co-operation in Europe (OSCE), Organization of the Black Sea Economic Cooperation (BSEC), and Transport Corridor Europe Caucasus Asia (TRACECA). The following non-governmental organizations were represented: Groupement européen du transport combiné (GETC), International MultiModal Transport Association (IMMTA), International Organization for Standardization (ISO), International Road Federation (IRF), International Road Federation (IRF), International Road Transport Union (IRU), and International Union of Railways (UIC). Representatives of the United Nations Conference on Trade and Development (UNCTAD), Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) Projects were also present. Representatives of the following also participated in the Joint Conference: Comoros, Ghana, Serbia, Tanzania, International Touring Alliance / International Automobile Federation (AIT/FIA), Bureau International des Containers, Council of Bureaux, Youth for Youth, Community of European Railway and Infrastructure Companies (CER) AISBL, WORLD YOUTH BANK Network (WYBN), Youth Business Centre of Moldova (YBCM), WISeKey SA, Geschäftsverkehr mbH (GEFEG), European Organization for Nuclear Research (CERN), Research Project ITAIDE, International Organization of Legal Metrology (OIML), World Trade Organization (WTO), SCMS Campus (Prathap Nagar, India), Association des Etats généraux des étudiants de l'Europe (AEGEE), Consultant & Partners C.V. and International Institute for the Management of Logistics (EPFL CDM IML).

## **III. ADOPTION OF THE AGENDA (Agenda item 1)**

Documentation: ECE/TRANS/204/Rev.1, and Add.1

3. The Committee adopted the provisional agenda as prepared by the secretariat (ECE/TRANS/204/Rev.1 and Add.1).

#### **IV. RESULTS OF THE COMMITTEE'S BUREAU MEETINGS (Agenda item 2)**

Documentation: ECE/TRANS/2009/1

4. The Committee **noted** the results of its Bureau meetings held in 2008 since the last session of the Committee, contained in document ECE/TRANS/2009/1, and **decided** to take into account these results in the context of discussions of relevant agenda items to which those Bureau decisions pertain.

5. The Committee also **noted** that, at its seventieth session, the Committee decided that: (a) its annual sessions would be divided in three parts: policy-oriented, technical and reporting; (b) discussions would focus on issues that need consideration and require decisions by the Committee; (c) a list of main decisions would be adopted; (d) all items of informative character and formal approval by the Committee would be considered as a whole and on the basis of the annotated agenda circulated by the secretariat.

6. The Committee further **noted** that the adoption of the report of its seventy-first session would be limited to the adoption of a list of main decisions, while the full complete report would be circulated at a later stage for comments on items other than those contained in the adopted list of main decisions to be prepared by the secretariat and the chair.

7. Noting that for processing official documents by the respective United Nations services a mandate from an intergovernmental body is required, the Committee **decided** to entrust its Bureau with the responsibility to mandate the secretariat with the preparation of the necessary official documents for the Committee's annual sessions.

#### **V. THE SIXTY-THIRD SESSION OF THE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE), GENEVA, 31 March - 1 April 2009 (Agenda item 3)**

8. The Committee was **informed** by the secretariat about the preparation and main issues to be considered at the sixty-third session of the United Nations Economic Commission for Europe, to be held in Geneva, from 30 March to 1 April 2009.

#### **VI. MATTERS ARISING FROM THE ECONOMIC AND SOCIAL COUNCIL AND OTHER UNITED NATIONS BODIES AND CONFERENCES (Agenda item 4)**

Documentation: ECE/TRANS/2009/2, Informal document No. 1

9. The Committee **considered** document ECE/TRANS/2009/2 providing an overview of the resolutions of the sixty-second General Assembly session on improving road safety, the cooperation between the United Nations and the Black Sea Economic Cooperation as well as on the Almaty programme of Action and its mid-term review. It also **considered** informal document No. 1 containing an outline of the UNECE contribution to the Almaty programme of Action.

10. Ambassador Leonidas Chrysanthopoulos, Secretary General of the Organization of the Black Sea Economic Cooperation (BSEC) Permanent International Secretariat, **informed** the Committee on the most recent BSEC developments in the field of transport and stressed the importance attached by BSEC to the cooperation with UNECE. The full statement is available on

the UNECE website: [http://www.unece.org/trans/main/itc/itc\\_pres\\_71.html](http://www.unece.org/trans/main/itc/itc_pres_71.html).

## **VII. REPORT TO THE UNECE EXECUTIVE COMMITTEE ON THE IMPLEMENTATION OF THE PRIORITIES OF THE UNECE REFORM FOR STRENGTHENING SOME ACTIVITIES OF THE COMMITTEE (Agenda item 5)**

Documentation: Informal document No. 2, Informal document No. 17, ECE/TRANS/2009/6, ECE/TRANS/2009/7 and ECE/TRANS/2009/8

11. The Committee **considered** informal document No. 2 which describes the progress in implementing UNECE reform in the field of transport. It also **considered** informal document No. 17 that reviews the implementation monitoring mechanisms of the key legal instruments in transport, in addition to practices in place and recommended actions, as well as documents ECE/TRANS/2009/6, ECE/TRANS/2009/7 and ECE/TRANS/2009/8 on gender issues in transport.

12. The Committee **endorsed** informal documents No. 2 and No. 17 to be used for reporting to the Executive Committee (EXCOM) and **requested** its Chairman to report to EXCOM at its meeting on 27 February 2009, accordingly. It also **requested** its subsidiary bodies to review and further improve mechanisms for monitoring the implementation of their respective legal instruments in 2009 and the secretariat to prepare a status report for consideration at its next session.

13. Noting that that the Executive Committee had asked all Sectoral Committees to set up mechanisms to ensure that gender is effectively mainstreamed into relevant areas of the programme of work and that the above-mentioned documents on review of the gender issues in transport contained valuable information for its future work, the Committee **endorsed** these documents and **requested** the secretariat to circulate them to all the Committee's subsidiary bodies for consideration.

14. The Committee also **noted** that at its meeting on 20 March 2008, the Executive Committee had approved the creation of the two new Groups of Experts, on hinterland connections of seaports and on Euro-Asian transport links.

## **VIII. REORGANIZATION OF THE TRANSPORT DIVISION AND ITS STRATEGY (Agenda item 6)**

Documentation: Informal document No. 3

15. The Committee **considered** informal document No. 3 and information provided by the Director of the Transport Division about the new structure of the division and its strategy. The Committee **welcomed** these developments and **encouraged** the secretariat to pursue them along the lines described therein.

## **IX. ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION (Agenda item 7)**

Documentation: ECE/TRANS/WP.5/2008/5, Informal document No. 7

**A. Activities of the Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects, including the Revision of their Master Plan (Agenda item 7(a))**

16. The Committee was informed by the TEM and TER Project Mangers on the recent development of the projects, including the implementation of the TEM and TER Master Plan and its revision.

17. The Committee **reiterated** its support to the TEM and TER Projects' activities, including the revision of their Master Plan, and **invited** the Steering Committees of these projects, to continue pursuing these activities and the governments of Eastern and South-Eastern European countries that are not yet members to the TEM and TER Projects to consider full participation in the projects and signing the respective Cooperation Agreements.

18. The Committee **requested** TEM member countries to propose candidates for the post of the Project Manager in the TEM Project Central Office in Warsaw.

**B. Other activities, projects and fund-raising issues (Agenda item 7(b))**

19. The Committee **noted** the activities aimed at assisting countries with economies in transition, undertaken in 2008, in particular related to the Special Programme of Economies of Central Asia (SPECA), the Black Sea Economic Cooperation Organization (BSEC), the Organization for Security and Cooperation in Europe (OSCE), the Transport Corridor Europe - Caucasus - Asia (TRACECA), advisory workshops and missions and on the fund-raising efforts and needs of the secretariat in support of these activities, as reflected in document ECE/TRANS/WP.5/2008/5 and informal document No. 7, and additional information provided by the secretariat and the representatives of OSCE and TRACECA.

20. Noting that a number of capacity building projects proposals have been elaborated by the secretariat, the Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of these activities and projects aimed at assisting countries with economies in transition. Extra budgetary funding is needed to implement such activities and the Committee **encouraged** member countries to make voluntary contributions to the Trust Fund for Assistance of Countries in Transition (TFACT).

**X. TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME (THE PEP) AND ENVIRONMENTAL ASPECTS OF TRANSPORT (Agenda item 8)**

Documentation: ECE/AC.21/SC/2008/9

21. The Committee **took note** of the report of the THE PEP Steering Committee on its sixth session (28-29 April 2008) and welcomed the steps taken jointly by the Environment and Transport sub-programmes, together with WHO-Europe, for strengthening the activities within THE PEP.

22. The Committee also **welcomed** the successful organization and conclusion of the third High-level Meeting on Transport, Health and Environment (Amsterdam, 22-23 January 2009) and the adopted "Amsterdam Declaration" that calls for strengthening of THE PEP as a unique



international policy platform and process and establishes new implementation mechanisms to achieve THE PEP priority goals towards safe, efficient, environment- and health-friendly transport.

## **XI. REVIEW OF THE TRANSPORT SITUATION IN UNECE MEMBER COUNTRIES AND OF EMERGING DEVELOPMENT TRENDS (Agenda item 9)**

Documentation: ECE/TRANS/2009/3, ECE/TRANS/2009/5

### **A. Transport developments in the European Union (Agenda item 9(a))**

23. The Committee was **informed** by the representative of the European Commission (EC), Directorate of Transport and Energy on the most recent developments of the Trans European Transport Networks (TEN-T) and new initiatives of the European Commission. The relevant statement is available on the UNECE website: [http://www.unece.org/trans/main/itc/itc\\_pres\\_71.html](http://www.unece.org/trans/main/itc/itc_pres_71.html).

### **B. Developments related to the work of the International Transport Forum (Agenda item 9(b))**

24. The Committee was **informed** by the representative of the International Transport Forum (ITF) on the major activities undertaken by ITF in 2008 and its 2009 plans.

### **C. Review of the transport situation and emerging trends in the UNECE region (Agenda item 9(c))**

25. The Committee **considered** documents ECE/TRANS/2009/3 and ECE/TRANS/2009/5 on the transport situation in 2008 and emerging trends in member countries and additional information provided by the secretariat. It **noted** recent developments and new challenges in the transport sector in the UNECE region and **asked** the secretariat to produce a similar review in 2010.

## **XII. GLOBAL WARMING AND TRANSPORT (Agenda item 10)**

Documentation: Informal document No. 9

26. The Committee **considered** informal document No. 9 and additional information provided by the secretariat on global warming and transport and on the ongoing and planned work of the Committee's subsidiary bodies, mainly by the World Forum for Harmonization of Vehicle Regulations (WP.29). On this respect, the Committee **noted** that at the ministerial session of the International Transport Forum (ITF) of the Organization for Economic Cooperation and Development (OECD), on "The Challenge of Climate Change", held in Leipzig, in May 2008, transport ministers urged WP.29 to accelerate the work to develop common methodologies, test cycles and measurement methods for vehicles, including CO<sub>2</sub> emissions; the Ministerial Conference on Global Environment and Energy in Transport (MEET), held in Tokyo (Japan), in January 2009, the Ministers <sup>1/</sup> responsible for environment and energy reiterated the above-

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<sup>1/</sup> Ministers and Relevant Representatives from: Australia, Brunei Darussalam, Cambodia, Canada, France;

mentioned ITF key messages, welcomed the ongoing efforts of WP.29 to realize low carbon and low pollution transport systems, and encouraged countries to strengthen international cooperation, through the WP.29, to develop and harmonize procedures for testing exhaust emissions as well as promote the production and use of environmentally friendly vehicles (EFV).

27. The Committee also **noted** that at its November 2008 session, WP.29 had noted that a possible strategy for the automotive sector to contribute to the abatement of emissions was to pursue: (a) improved energy efficiency and the use of sustainable biofuels as a short-term objective (2015); (b) development and introduction into the market of plug-in hybrid vehicles as a mid-term objective (2015–2025); and (c) development and introduction into the market of electric vehicles as a long-term objective (2025–2040). At the above-mentioned session, WP.29 had also noted that this strategy would shift the automotive sector from the use of fossil fuels to the use of hydrogen and electric energy. However, the transport sector will have limited results in this area, unless the energy sector ensures sustainable and cost-effective generation of electricity and production of hydrogen.

28. The Committee **noted** that this work, together with the ideas put forward by the secretariat in the above-mentioned informal document on the ways to proceed, may constitute its contribution to the sixty-third session of the Commission.

29. The Committee **supported** the WP.29 work programme, in particular global warming mitigation; the planned round table on global warming and transport; the accelerated development of test cycles; the agreement on a common measurement methodology for emissions by vehicles, including CO<sub>2</sub>; and the development of market fuel quality standards for better environmental and technical performance.

30. The Committee **requested** the Committee's other subsidiary bodies to also address the subject of global warming and transport, as appropriate, within their work, and the secretariat to ensure the necessary coordination and backstopping of the activities related to global warming and transport, as well as to fuel quality standards, notably by the assignment of a new professional staff to the WP.29 secretariat.

31. The Committee **requested** its delegates and the secretariat to inform their colleagues in the energy sector on the crucial need to generate, in the near future, sustainable electricity to enable governments to shift vehicle propulsion systems from fossil fuel use to sustainable energy, i.e. electricity and hydrogen.

### **XIII. DISCUSSION ON THE IMPACT OF GLOBALIZATION ON TRANSPORT, LOGISTICS AND TRADE IN THE FRAMEWORK OF A HALF-DAY CONFERENCE JOINTLY ORGANIZED BY THE INLAND TRANSPORT COMMITTEE AND THE COMMITTEE ON TRADE (Agenda item 11)**

Documentation: Informal document No. 8

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Germany, India, Indonesia, Italy, Japan, Republic of Korea, Lao People's Democratic Republic, Myanmar, Philippines, Russian Federation, Singapore, Thailand, United Kingdom, United States, Vietnam and the European Commission.

32. The Committee **noted** that at its June 2008 meeting, the Bureau of the Inland Transport Committee agreed that the seventy-first ITC session should include a half-day policy segment, in the form of a conference, on the impact of globalization on transport, logistics and trade, to be held in the afternoon of the first day, jointly organized with the Committee on Trade.

33. High-level officials from UNECE countries together with the members of the Inland Transport Committee and the Committee on Trade, representatives from European and international organizations and financial institutions concerned attended the conference on the impact of globalization on transport, logistics and trade that was jointly organized with the Committee on Trade.

34. The Committee **endorsed** the outcome of the conference and **agreed** that a short report on the discussions together with the outcome paper should be incorporated in the final report of its seventy-first session (Annex I) and that the conference outcome may serve as the UNECE contribution to the 2009 International Transport Forum, to be held in Leipzig, in May 2009.

#### **XIV. ISSUES THAT NEED CONSIDERATION AND REQUIRE DECISIONS BY THE COMMITTEE (Agenda item 12)**

##### **A. Activities related to Euro-Asian transport links (Agenda item 12(a))**

Documentation: Informal Document No. 5

35. The Committee **took note** of activities of the Expert Group on Euro-Asian Transport Links (EATL) following the approval of its establishment by the Executive Committee. The Committee was **informed** that at its first meeting in Geneva on 8 September 2008, the Group of Experts on Euro-Asian Transport Links discussed its draft programme of work, objectives, tasks and deliverables (informal document No. 5). The Expert Group is planning to organize a regional EATL workshop in Tehran (in partnership with the Economic Cooperation Organization) and to meet again in Beijing (upon the invitation of the Government of China) in the first half of 2009.

36. The Committee was also **informed** about the three-year extra-budgetary contribution by the Government of Russia to support the partial implementation of the EATL - Phase II elaborated on the basis of the conclusions and recommendations contained in the UNECE-UNESCAP Joint Study on Developing Euro-Asian Transport Links.

37. The Committee **expressed** its gratitude to the Government of the Russian Federation for its generous extra-budgetary contribution in support of the partial implementation of the EATL-Phase II and of the pilot project on electronic pre-arrival notification for TIR transports arriving in the Russian Federation.

##### **B. Activities related to seaports' connections to the hinterland (Agenda item 12(b))**

Documentation: ECE/TRANS/WP.5/44, ECE/TRANS/WP.5/GE.1/5, Informal Document No. 6

38. The Committee **took note** of completed and planned activities of the Group of Experts on Hinterland Connections of Seaports, and **approved** the extension of the mandate of the Group by one more year.

**C. Endorsement of the revised methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks (Agenda item 12(c))**

Documentation: ECE/TRANS/WP.5/44, ECE/TRANS/205

39. The Committee **expressed** its appreciation to Professor Alan Pearman and the informal group of experts for completing successfully the report on the methodological basis for the definition of common criteria regarding bottlenecks, missing links and quality of service in infrastructure networks, and **approved the report**.

**D. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (Agenda item 12(d))**

Documentation: ECE/TRANS/SC.1/383, ECE/TRANS/SC.1/386

40. The Committee **welcomed** the compromise reached in order to ensure the efficient pan-European application of the social legislation through harmonized provisions on driving and rest times of professional drivers and **noted** that the corresponding amendments to AETR adopted by the 103<sup>rd</sup> session of SC.1 were transmitted to the United Nations Secretary-General by the Government of the Netherlands.

41. The Committee **welcomed** the entry into force, as from 1 January 2009, of the Memorandum of Understanding through which the UNECE secretariat recognizes the European Commission-Joint Research Centre located in Ispra (Italy) as the Authority responsible for Root and Interoperability Certification for non-EU Contracting Parties to the AETR.

42. Some delegates of non-EU Contracting Parties to the AETR expressed concern about the ability to meet the deadlines to fully implement the digital tachograph (June 2010); the lack of an intensive and structured program to assist them in implementing the digital tachograph; and the lack of influence of the non-EU Contracting Parties to the AETR in amending Appendix 1B of the Annex to the AETR, according to article 22-bis of the AETR. They have requested the Committee to mandate the SC.1 to define a solution for shifting the deadline in case of failure in complying with it and to revise article 22-bis of the AETR.

43. The Committee **noted** the concerns expressed by some delegates of non-EU countries members of AETR on the difficulties of implementing the digital tachograph within the established deadline and **instructed** SC.1 to deal with this matter within its given mandate.

44. The Committee **requested** the secretariat to ask the United Nations Office of Legal Affairs for legal advice on the appropriate procedures, other than a formal amendment of the AETR, to postpone the implementation deadline in some countries, should this need arise, and to report this to the next SC.1 session.

45. The Committee **approved** the “Ad hoc expert group on the implementation of the digital tachograph by the non-EU Contracting Parties” to meet as often as necessary to accomplish its objective and **requested** the secretariat to provide meeting facilities and, in particular, interpretation.

46. The Committee **stressed** the need for taking all necessary measures to make the implementation of the digital tachograph in the non-EU Contracting Parties to the AETR possible within the set deadline, and **encouraged** member countries to make voluntary contributions to the AETR Trust Fund. It also **called** upon the EU member States to share their experiences with regard to the implementation of the digital tachograph.

**E. Restrictions imposed on the transit quota of road transport permits  
(Agenda item 12(e))**

Documentation: ECE/TRANS/2009/9, ECE/TRANS/2009/10

47. The Committee **considered** document ECE/TRANS/2009/10, containing information on existing United Nations Conventions on the facilitation of transit and document ECE/TRANS/2009/9 submitted by the Government of Turkey concerning quantitative restrictions on the international road transport of goods.

48. The delegation of Turkey reiterated its proposal that the current status of transit road transport quotas of permit systems in the UNECE region should be analyzed in detail by either an ad-hoc expert group or a Task Force to be established with participation on a voluntary basis, and that an analytical study is conducted by a consulting company or an NGO, such as the IRU which has the best sources of information through its member associations in the UNECE region and beyond.

49. The Committee **recognized** that transit is an important issue to be considered, but did not reach a consensus on the follow-up on the proposals made by Turkey. Several delegations were of the view that the subject goes beyond the mandate of the UNECE and more effective decisions and problem resolutions may be found in bilateral contacts.

50. The Committee **urged** member Governments to observe and effectively implement the transit related provisions of the legal instruments on the international transport by road, to which they are Contracting Parties, and **requested** the secretariat to monitor in an analytical way the developments related to the transit issue, as well as the opportunities to further facilitate international transport and to regularly inform SC.1 and ITC accordingly.

**F. Strengthening WP.1 contribution to the global road safety (Agenda item 12(f))**

Documentation: ECE/TRANS/WP.1/115, ECE/TRANS/WP.1/117, ECE/TRANS/WP.1/120

51. The Committee was **informed** by the secretariat of the discussion ongoing within the Working Party on Road Traffic Safety (WP.1) regarding its future role and the reshaping of its scope and activities to adapt to the fast changing situation in road safety and better contribute to solving the global road safety crisis.

52. The Committee **encouraged** WP.1 in its endeavour to define a global vision for the future in which it would develop a role in helping developing countries define their needs and formulate requests for technical and legal assistance in road safety issues.

53. The Committee **welcomed** WP.1's plans to disseminate its work globally and in a much more effective way than in the past, particularly through cooperation with the other regional

commissions which would be involved in spreading the legal instruments of WP.1 within their respective regions.

54. The Committee **encouraged** WP.1 to develop synergies with other working parties dealing with road safety-related aspects, such as SC.1 for infrastructure or WP.29 for vehicle construction.

55. The Committee **noted** with interest the information provided by the Russian Federation on the preparation of the first global ministerial conference on road safety to be held in Moscow in November 2009 and **called** upon all countries of the UNECE region to actively participate in it.

### **G. Transport and security (Agenda item 12(g))**

Documentation: Informal Document No. 4

56. The Committee **recalled** that at its seventieth session, the Committee had approved the report presented by the Multidisciplinary Group of Experts on Inland Transport Security and requested all ITC subsidiary bodies to act expeditiously upon the recommendations contained in it (ECE/TRANS/200, paras. 36-38). At the current session, the Committee **considered** informal document No. 4 and additional information provided by the Chairman of the Expert Group about the status of implementation of the report's recommendations by ITC subsidiary bodies, about the most recent and final session of the Expert Group that took place on 15-16 January 2009 and about the Group's final recommendations on how to address inland transport security in UNECE.

57. The Committee **endorsed** the report of the Chairman of the Multidisciplinary Inland Transport Security Expert Group, **agreed** that the Group should be re-activated annually as an informal group to discuss horizontal issues addressed at the Committee's subsidiary bodies and provide an international platform for exchange of best practices, and **decided** to include the subject of inland transport security on the agenda of its next session.

### **H. Preparation of a new Annex 9 (rail crossing) to the Harmonization Convention (Agenda item 12(h))**

Documentation: ECE/TRANS/WP.30/2009/2

58. The Committee was **informed** that WP.30, at its February 2009 session, endorsed the draft of a new Annex 9 to the Harmonization Convention, as contained in document ECE/TRANS/WP.30/2009/2 and Corrs.1-3. It **noted** that this amendment proposal will shortly be submitted to the Administrative Committee to the Harmonization Convention (AC.3) for possible approval. The Committee **welcomed** the above information and **highlighted** the importance of coordination at the national level among all governmental authorities concerned, with a view to adopting the new Annex.

### **I. Progress on the computerization of the TIR procedures - The eTIR project (Agenda item 12(i))**

Documentation: ECE/TRANS/WP.30/GE.1/2007/14

59. The Committee was **informed** of the progress made in the computerization of the TIR procedure (eTIR). In particular, the Committee **recalled** the adoption by WP.30 and the endorsement by the TIR Administrative Committee of Chapter 2 of the eTIR Reference Model (ECE/TRANS/WP.30/GE.1/2007/14), containing the high level requirements of the future TIR system. Current work is focused on Chapter 3 which analyzes the e-business requirements. The Committee **noted** that the secretariat was also mandated to prepare first draft proposals for amendments to the legal text of the TIR Convention aimed at the introduction of eTIR.

60. In this context, IRU pointed out that IRU and its associations, on behalf of the road transport industry, are committed to achieving the computerisation of the TIR procedure. However, they consider the e-TIR project, as it now stands, to be straying from some of the key principles of the TIR Convention and ignoring many of the major successes achieved thanks to a constructive public-private partnership present in many countries. IRU hoped that these principles and the mechanisms already in place would be taken into consideration in order to ensure the successful realisation of the e-TIR project to the benefit of all players involved, including the road transport industry. In reply, WP.30 chairman reminded that the eTIR project, taking into account the computerization efforts undertaken so far by both the public and private sectors, is aimed at computerizing the Customs-to-Customs exchange which presently takes place through the paper TIR Carnet. Furthermore, he stressed that the project fully respects the mandates given by WP.30 and AC.2 and is compliant with the basic philosophy and structure of the TIR procedure, as laid down in the TIR Convention, 1975.

61. The Committee **decided** to prolong the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR procedure to the year 2009 and **urged** all Contracting Parties to the TIR Convention to participate in the activities of the group.

#### **J. New Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport (Agenda item 12(j))**

Documentation: ECE/TRANS/WP.30/2007/12/Rev.1

62. The Committee **recalled** the consolidated proposals by OSJD and OTIF for a new International Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport (ECE/TRANS/WP.30/2007/12/Rev.1) as well as the reported difficulties in relation to the amendment to the existing International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952 (ECE/TRANS/200, para. 65). Due to the absence of specific amendment provisions in the 1952 Convention, the provisions of Article 40 of the Vienna Convention on the Law of Treaties could be used, subject to consent of all Contracting Parties. To this end, WP.30 requested the secretariat, through the Committee, to seek confirmation from the existing Contracting Parties to the 1952 Convention.

63. The Committee **asked** the governments of countries that are Contracting Parties to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952, to confirm if they will consider positively proposals to amend the Convention as proposed by OSJD and OTIF, once more countries have acceded.

## **K. Border crossing and transit performance measurement (Agenda item 12(k))**

64. The Committee was **informed** about a recent joint initiative with the Organization for Security and Co-operation in Europe (OSCE) in the area of border crossing facilitation. In particular, the Committee was informed about the OSCE-UNECE project to develop and publish the “Handbook of Best Practices at Borders”. The Handbook, entirely financed through the OSCE, is expected to contain a chapter describing different border crossing performance measurement techniques, including an assessment of their suitability and effectiveness. The chapter may be suitable for reporting on progress made in fulfilling Annex 8 of the International Convention on the Harmonization of Frontier Controls of Goods.

65. The Committee **urged** Contracting Parties to the International Convention on the Harmonization of Frontier Controls of Goods to apply efficiently Annex 8, also with regard to facilitate the granting of visas to professional drivers engaged in international transport.

## **L. Supply chain and logistics implications for transport (Agenda item 12(l))**

### **1. Supply chain challenges for national competitiveness through transport (Agenda item 12(l)(i))**

Documentation: ECE/TRANS/WP.5/44, Informal Document No. 10

66. The Committee was briefed about the new role of transport as a key factor in developing global supply chains, and their contribution to national competitiveness. The Committee **noted** that rapid globalization and fast development of global supply chains bring into question traditional methodologies and tools used evaluate the transport sector’s role in national competitiveness, and **considered** a project proposal which would fill the current gap in the understanding of this correlation.

67. The Committee **approved** a WP.5 proposal to launch an externally financed project aimed at developing a methodology to assess supply chain challenges in the transport sector and the consequences for the overall competitiveness of countries.

### **2. Logistics challenges and implications for transport, particularly intermodal transport (Agenda item 12(l)(ii))**

Documentation: Informal Document No. 11

68. The Committee **was informed** that the Working Party on Intermodal Transport and Logistics (WP.24), analyzing the underlying causes and requirements of logistics that determine transport demand, transport quality, land use and modal choice, felt it might be able to play a supportive role in these areas through an exchange of best practices, by assisting in the development of logistical concepts and indicators and by providing expertise in regulatory and capacity building policies.

69. The Committee **endorsed** WP.24’s approach in dealing with the newly mandated activities in the field of logistics. These activities are aimed at analysing the impact of logistics and global supply chains on land transport and modal choice and to determine the responsibilities and



instruments at the disposal of Governments to influence these developments, particularly in the field of intermodal transport.

### **3. Transport and trade facilitation from the perspectives of Global Supply Chains (Agenda item 12(l)(iii))**

Documentation: Informal Document No. 12

70. The Committee **considered** informal document No. 12 and additional information provided by the secretariat on the main changes in demand for transport, on the main facilitation needs to be addressed in the forthcoming years, as well as on the impacts these changes may have on the traditional work of the UNECE working parties. It **noted** that the growth of regional and global supply chains have put pressure on transport performance both in terms of infrastructure development and logistic service provisions.

71. The Committee **requested** its subsidiary bodies to address the subject of transport and trade facilitation from the perspectives of global supply chains with a view to exploring potential synergies, including new areas of multimodal and intersectoral cooperation, electronic transport documents and interface with intelligent transport systems (ITS) applications, as well as possible ways of implementing innovative technological solutions for border crossing facilitation. The Committee also **requested** its subsidiary bodies to submit proposals to the Bureau for consideration and reporting to the Committee at its next session.

#### **M. Preparation for the 2010 E-Road and 2010 E-Rail Traffic Censuses (Agenda item 12(m))**

Documentation: ECE/TRANS/WP.6/155 and Add.1, ECE/TRANS/WP.6/AC.2/18, ECE/TRANS/WP.6/AC.4/4, ECE/TRANS/2009/11, ECE/TRANS/2009/12

72. The Committee **noted** that the Ad hoc Groups of Experts on the 2010 censuses programme evaluated the results of the 2005 censuses, prepared recommendations to Governments on procedures and methodologies for the 2010 censuses and drafted relevant resolutions for adoption by the Inland Transport Committee.

73. The Committee **approved** draft resolutions on the 2010 E-Road and E-Rail Traffic Censuses (Annexes II and III) and the recommendations to Governments related to those censuses prepared by the WP.6 Ad hoc Groups of Experts respectively (ECE/TRANS/2009/11 and ECE/TRANS/2009/12), and **requested** member States which did not participate in the 2005 E-Road and E-Rail Traffic Censuses to insure their participation in the 2010 Censuses.

#### **N. Review of the most important issues related to the Harmonization of Vehicle Regulations (Agenda item 12(n))**

Documentation: ECE/TRANS/WP.29/1066, ECE/TRANS/WP.29/1068, ECE/TRANS/WP.29/1070, ECE/TRANS/WP.29/690/Amend.1

74. The Committee was **informed** by the secretariat of the most recent developments in the work carried out by the World Forum for Harmonization of Vehicles Regulation (WP.29) and its subsidiary Working Parties, Administrative Committees and Informal Groups. The Committee

**noted** that thirty informal groups worked during 2008 in parallel to the World Forum and its subsidiary bodies assisting them in developing new vehicle regulations and in adapting the 135 existing vehicle regulations to technical progress.

75. The Committee **endorsed** the amendments of the Terms of Reference and Rules of Procedure of the World Forum (WP.29) (ECE/TRANS/WP.29/690/Amend.1) adopted at its 145<sup>th</sup> session (June 2008). The amendments were done to bring the Terms of Reference and Rules of Procedure in conformity with those of the UNECE. The Committee **noted** that the reports of the three sessions of the Administrative Committee of the 1958 Agreement, of the three sessions of the Executive Committee of the 1998 Agreement and of the three sessions of the Administrative Committee for the Coordination of Work, held in 2008, were included in the reports of the World Forum (ECE/TRANS/WP.29/1066, ECE/TRANS/WP.29/1068 and ECE/TRANS/WP.29/1070).

76. The Committee **noted** a declaration made by the representative of the European Union during WP.29 about the continued replacement of around 50 EU Directives on vehicles by reference to vehicle regulations developed by the World Forum. The Committee also noted another declaration, made by the Russian Federation during the WP.29 session, that the Regulations annexed to the 1958 Agreement were used in the Russian legislation by way of straight references to them.

77. The Committee **noted** that the World Forum vice-Chairman had represented WP.29 at the International Energy Agency conference on a global approach to promote environmentally friendly vehicles, particularly electric and hybrid vehicles, in order to present World Forum's work in this area. The Committee also **noted** that the World Forum had nominated its Secretary to represent it at the Ministerial Conference on Global Environment and Energy, organized by Japan, in Tokyo, 14-16 January 2009.

78. With regard to the 1958 Agreement and annexed UNECE Regulations, the Committee **noted** that, during 2008, the number of Contracting Parties to the Agreement remained the same (48) and that ninety-two amendments to 55 existing Regulations were adopted by the Administrative Committee (WP.29/AC.1) of the Agreement.

79. With regard to the 1998 (global) Agreement and global technical regulations (gtrs), the Committee **noted** that, following the accession of South Africa on 8 April 2008, the number of Contracting Parties to the 1998 Agreement reached 31. The Executive Committee (WP.29/AC.3) of the Agreement adopted for its establishment in the Global Registry of the 1998 Agreement a new global technical regulation (gtrs) on pedestrian safety and one amendment to existing global technical regulations (gtrs). A total of nine global technical regulations are currently established in the Registry of Global Technical Regulations. In addition, a candidate global technical regulation, the Japanese safety standards on hydrogen and fuel cell vehicles, was listed in the Compendium of Candidates Global Technical Regulations. Work continued on nine priorities for establishing new draft global technical regulations and to update the existing ones. The six subsidiary Working Parties of the World Forum continued to work not only on these nine priorities, but also on the seven items that the Executive Committee of the Agreement (WP.29/AC.3) had authorized to pursue or to set as new priorities. The Executive Committee of the 1998 Agreement (AC.3) is now identifying what could be the new priorities for the development of new global technical regulations.

80. With regard to the 1997 Agreement on Periodical Technical Inspections, the Committee **noted** that the number of Contracting Parties to the Agreement (9) remained the same in 2008 and that the EC had decided not to accede to the Agreement. The Committee also **noted** that in spite of this decision, the World Forum decided to continue the development of the Agreement and to develop a new draft Rule on periodical technical inspections with respect to safety of heavy commercial passenger and goods vehicles used in international transport, as well as the update of current Rule No. 1. The Committee **urged** the 17 countries (Austria; Belgium; Cyprus; Czech Republic; Denmark; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Slovakia Spain; Sweden; Switzerland and United Kingdom) that are signatories to the 1997 Agreement on periodical technical inspection of registered vehicles to speed up their national ratification procedures.

81. The Committee was **informed** that WP.29 had noted that the provisions of the Vienna Convention were not in line with the more recent and technically updated prescriptions of the vehicle regulations adopted in the framework of the 1958 and 1998 Agreements on the construction of vehicles. It **noted** that following the consideration of this subject by the Chairmen of WP.29 and WP.1 and the agreement reached, upon the request of WP.29 the Chairman of WP.29 had sent a letter to the WP.1 Chairman containing concrete proposals to amend the Vienna Convention. In that letter WP.29 expressed a wish for the Vienna Convention to enable vehicles entering international traffic to meet the regulations developed by WP.29 as an alternative to the provisions in the Convention governing the technical specifications of the vehicles. Thus, WP.29 had suggested the following options to meet this objective: (a) a general clause that would recognize the regulations developed by WP.29 as alternatives to the technical requirements for vehicles in the Convention; (b) a separate Agreement supplementing the Convention that could be signed by those Contracting Parties to the Convention that were willing to adopt these measures.

82. The Committee **requested** WP.1 to treat the identification of a solution as a priority, including the consideration of solutions proposed by WP.29, to ensure a continuous consistency between the Convention on Road Traffic (1968) and the regulations developed by WP.29.

#### **O. Fuel standards (Agenda item 12(o))**

83. The Committee **recalled** that following the conclusions of the round table on fuel quality organized by WP.29, related to the close link between the market fuel quality and the emissions of pollutants from motor vehicles, as well as the general consent to start discussion on the development of specific market fuel quality standards for vehicles, WP.29 had agreed to establish a Working Party on Pollution and Energy (GRPE) informal group on Fuel Quality (see WP.29 report ECE/TRANS/WP.29/1064, para. 11). That group should prepare a roadmap for the development of market fuel quality standards.

84. The Committee **noted** that the informal group had met twice during 2008 and had agreed on the following roadmap: (a) to start, as a first step, with the development of technical specifications for market fuel quality, taking into account the emission control technologies; and (b) to investigate, on the basis of these specifications, the most appropriate administrative procedure for publishing them (e.g. as a guideline or as an annex to either the UNECE Regulations concerned, the Consolidated Resolution on the Construction of Vehicles (R.E.3), the Special Resolution No. 1 (S.R.1) or as a regulation under the 1958 or 1998 Agreement.

85. The Committee **noted** the need for all countries or regions, developed and emerging ones, to be involved in the market fuel standards harmonization. It also **noted** that these standards could take into consideration the World Wide Fuel Charter (WWFC) and that the informal group agreed to consider, not only conventional fuels, but also biofuels and to focus: (a) as a first step, on the liquid fuels; and (b) as a further step, on gaseous fuels. Moreover, it **noted** the support offered by experts from UNECE and non-UNECE countries, as well as from the industry, to develop fuel quality standards and that the main parameters to be included in a proposal had been identified by the informal group at the January 2009 session and that a proposal, including standards, would be considered at the June 2009 or January 2010 sessions of the informal group.

**P. Second edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (Agenda item 12(p))**

Documentation: ECE/TRANS/SC.3/2008/18

86. The Committee was **informed** by the secretariat about the main objectives of the second edition of the White Paper on trends in and development of inland navigation and its infrastructure (to be entitled "White Paper on Efficient and Sustainable Inland Water Transport in Europe") and the progress in the preparation of the paper, highlighting the close cooperation with River Commissions, European Commission and other relevant international bodies. The Committee **took note** of the preliminary scope of the paper and that the results of this work would be presented at its next session.

**Q. Harmonization of navigation rules for inland water transport in Europe (CEVNI) (Agenda item 12(q))**

Documentation: ECE/TRANS/SC.3/115/Rev.3

87. The Committee was **informed** by the secretariat about the work on harmonizing navigation rules for inland water transport in the UNECE region led by Austria, the Netherlands, Central Commission for the Navigation of the Rhine, Danube Commission and International Sava River Basin Commission under the auspices of the Working Party on Inland Water Transport. It **noted** that the goal of this work is to consolidate in the European Code for Inland Waterways (CEVNI), maintained by UNECE, a core of uniform rules applicable at the pan-European level, as well as to provide a mechanism for monitoring the special requirements at national and regional levels. To that effect, the Working Party carried out an analysis of the relevant regional rules and regulations, i.e. Basic Rules of Navigation on the Danube, Police Regulations for the Navigation of the Rhine, and Rules for the Navigation on Sava River, and proceeded to identifying the necessary amendments to the last (third) edition of CEVNI. The amendment package is expected to be adopted by the fifty-third session of the Working Party in October 2009. The Committee **expressed** appreciation for the substantive contributions of River Commissions in this area, as well as for the contribution of the. The Committee **invited** member States to take part in finalizing the results of this important harmonization initiative during the fifty-third session of the Working Party on Inland Water Transport.

**R. Review of the most important issues related to the Transport of Dangerous Goods (Agenda item 12(r))**

Documentation: ST/SG/AC.10/36 and Adds. 1-3, ST/SG/AC.10/C.3/66 and Add.1; ST/SG/AC.10/C.3/68; ST/SG/AC.10/C.4/30; ST/SG/AC.10/C.4/32; ECE/TRANS/WP.15/195 and Corr.1 and Add.1; ECE/TRANS/WP.15/197; ECE/TRANS/WP.15/199; ECE/TRANS/WP.15/AC.1/110 and Add.1; ECE/TRANS/WP.15/AC.1/112 and Adds.1-2; ECE/TRANS/WP.15/AC.2/26 and Corr.1 and Adds.1-2; ECE/TRANS/WP.15/AC.2/28; ECE/TRANS/WP.15/AC.2/30; ECE/ADN/2; ECE/ADN/4; ECE/TRANS/202; ECE/TRANS/203

88. The Committee **noted** that the Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods met from 30 June to 9 July 2008 and from 1-9 December 2008. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 9-11 July 2008 and from 10-12 December 2008. The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals met on 12 December 2008 to consider the work of both sub-committees over the 2007-2008 biennium and adopted recommendations reproduced in addenda 1-3 to its report ST/SG/AC.10/36. On this basis, the secretariat will prepare and publish in 2009 the sixteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; the fifth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the third revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals. The Committee of Experts also prepared a draft resolution for adoption by the Economic and Social Council for adoption at its 2009 substantive session (ST/SG/AC.10/36, annex 4).

89. The Committee **approved** the reports of the Working Party on the Transport of Dangerous Goods (WP.15) on its eighty-fourth and eighty-fifth sessions (ECE/TRANS/WP.15/197 and ECE/TRANS/WP.15/199); those of the RID/ADR/ADN Joint Meeting (WP.15/AC.1) on its sessions held in Bern from 25 to 28 March 2008 and Geneva from 15 to 18 September 2008 (ECE/TRANS/WP.15/AC.1/110 and Add.1, ECE/TRANS/WP.15/AC.1/112 and Add.1); and those of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (WP.15/AC.2) on its thirteenth and fourteenth sessions (ECE/TRANS/WP.15/AC.2/28 and ECE/TRANS/WP.15/AC.2/30).

90. The Committee **approved** the Rules of procedures developed by the RID/ADR/ADN Joint Meeting (ECE/TRANS/WP.15/AC.1/112/Add.2).

91. The Committee **noted** that, following the accession by Tunisia, there were 44 Contracting Parties to the 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 Contracting Parties to the ADR had become Parties to it. Thirty-two Contracting Parties had done so, and the Committee **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Kazakhstan, Malta, Montenegro, Morocco, Serbia, The former Yugoslav Republic of Macedonia, Tunisia and Ukraine) to become parties in order to allow the Protocol to come into force.

92. The Committee **noted** that the draft amendments to annexes A and B of the ADR adopted in 2006, 2007 and May 2008, as reproduced in ECE/TRANS/WP.15/195 and Corr.1 and Add.1 had entered into force on 1 January 2009, and that the secretariat had published accordingly a new “2009” consolidated edition of ADR (ECE/TRANS/202 - Vols. I and II).

93. The Committee **noted** the proposal by the Chairman of the Working Party on the Transport of Dangerous Goods to delete the word “European” from the title of ADR, in order to facilitate accession by non-European countries, and **requested** the secretariat to consider how this could be legally achieved in the simplest and fastest way, e.g. through a tacit acceptance procedure.

94. The Committee **noted** that the RID/ADR/ADN Joint Meeting had adopted draft amendments to the common requirements of RID, ADR and ADN which should come into force on 1 January 2011.

95. The Committee **noted** that ADN counted ten Contracting Parties: Austria, Bulgaria, France, Germany, Hungary, Luxembourg, Netherlands, Republic of Moldova, Romania and Russian Federation.

96. The Committee **noted** that since the entry into force of ADN (29 February 2008), the UNECE/CCNR Joint Meeting of Experts on the Regulations annexed to ADN (WP.15/AC.2) played the role of the ADN Safety Committee established under article 18 of ADN.

97. The Committee **noted** that the amendments to the Regulations annexed to ADN prepared by the Joint Meeting of Experts (ECE/TRANS/WP.15/AC.2/26 and Adds.1-2 and Corr.1) and adopted by the ADN Administrative Committee at its first session had been deemed accepted and would enter into force on 28 February 2009, date on which the Regulations annexed to ADN would become applicable according to article 11(1) of ADN. The secretariat had prepared and published accordingly a consolidated “2009” version of ADN and its annexed Regulations (ECE/TRANS/203 (Vols. I. and II)).

98. The Committee **noted** that the ADN Administrative Committee had adopted a list of classification societies recommended for recognition by the Contracting Parties (ECE/ADN/2, para. 20).

99. The Committee **urged** Governments of Contracting Parties to the ADN to ensure that they are represented at sessions of the ADN Administrative Committee, so that the quorum required for making decisions is reached in all sessions.

100. The Committee **noted** that the secretariat, in the context of cooperation with OSCE, had prepared a report on the transport of dangerous goods, issued under the OSCE symbol EEf.IO/11/08, for consideration by the sixteenth OSCE Economic and Environmental Forum (Prague, 19-21 May 2008). The report contained proposals seeking support for projects related to the implementation of ADR, harmonization of national regulations with ADR, and to the accession to ADR. Copies were made available.

**S. Review of the most important issues related to the Transport of Perishable Foodstuffs (Agenda item 12(s))**

Documentation: ECE/TRANS/WP.11/218 and Add.1

101. The Committee **noted with satisfaction** that there are now 45 Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP).

102. The Committee **welcomed** the official adoption by the Working Party on the Transport of Perishable Foodstuffs (WP.11) of the ATP Handbook, which would be a useful tool for clarifying provisions of the ATP, and also WP.11's consideration of the possible extension of the scope of the ATP to cover fresh fruit and vegetables.

103. The Committee **urged** ATP Contracting Parties to accept the proposed amendments adopted at the sixty-fourth session of WP.11 in October 2008, including a revised text of Annex 1 of the ATP.

104. The representative of Germany **informed** the Committee that on 15 May 2009 the Bundesrat (Federal Assembly) was scheduled to discuss the proposed amendments to the ATP circulated to Contracting Parties in March 2008 (ECE/TRANS/WP.11/216 and Add.1) and that hopefully it would be in a position to accept them.

**T. Transport of people with reduced mobility (Agenda item 12(t))**

Documentation: ECE/TRANS/SC.2/210

105. The Committee **noted** that the Working Party on Rail Transport started to consider transport of people with reduced mobility during its sixty-second session in 2008 and would further focus on this topic in 2009 in cooperation with the UNECE Population Unit and International Transport Forum.

106. The Committee **welcomed** the decision taken by SC.2 to organize\_during its sixty-third session a workshop on passenger accessibility on heavy rail systems.

**U. Informal task force on rail transport security (Agenda item 12(u))**

Documentation: ECE/TRANS/SC.2/210

107. The Committee **noted** that the Working Party on Rail Transport organized, in cooperation with the International Union of Railways, a successful workshop on rail transport security that took place during its sixty-second session in 2008.

108. The Committee **welcomed** the decision taken by SC.2 to establish an informal task force to address security issues in the rail sector and **asked** the Governments willing to participate to inform the secretariat within two weeks who would represent them on the task force.

## **XV. ISSUES OF INFORMATIVE CHARACTER AND FORMAL APPROVAL BY THE COMMITTEE (Agenda item 13)**

### **A. Approval of reports of the Committee's subsidiary bodies (Agenda item 13(a))**

Documentation: ECE/TRANS/204/Add.1

109. 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 on the basis of the respective annotations contained in document ECE/TRANS/204/Add.1.

### **B. Status of accession to international UNECE transport agreements and conventions (Agenda item 13(b))**

Documentation: Informal Document No. 13

110. The Committee **considered** informal document No.13 prepared by the secretariat containing tables in English, French and Russian on the latest status as at 31 January 2009 of signatures, ratifications and accessions concerning international instruments on inland transport concluded under the auspices of the Committee, as well as the accessions registered since the last session of the Committee.

111. The Committee **invited** countries, which have not yet done so to become Contracting Parties to UNECE Agreements and Conventions in the field of transport as soon as possible

## **XVI. SCHEDULE OF MEETINGS IN 2009 (Agenda item 14)**

Documentation: ECE/TRANS/2009/4

112. The Committee **adopted** its schedule of meetings in 2009 as amended by the secretariat (ECE/TRANS/2009/4), the final version of which to be circulated in ECE/TRANS/207.

## **XVII. ACRONYMS OF THE SUBSIDIARY BODIES OF THE INLAND TRANSPORT COMMITTEE (Agenda item 15)**

Documentation: Informal Document No. 14, Informal Document No. 15,  
Informal Document No. 16

113. Item not discussed.

## **XVIII. ANY OTHER BUSINESS (Agenda item 16)**

### **A. Presentation by the Economic Cooperation and Integration Division on how to establish Public-Private Partnerships in the road sector (Agenda item 16(a))**

114. The Committee was **informed** by the Economic Cooperation and Integration Division (ECID) on the potential synergies of the work of the Committee with ECID's programme on promoting Public Private Partnerships, focusing in particular on establishing Public-Private Partnerships (PPPs) in the road sector.



**B. Election of new members of the Committee's Bureau (New agenda item)**

115. Noting that its Bureau members, Xavier Guérin (France) and Mikhail Maslov (Russian Federation) had moved from the Transport Ministry of their countries to other duties and are no longer in a position to contribute to the work of the Bureau, the Committee **elected** Isabelle Paillet (France) and Elena Kushnirenko (Russian Federation) as its new Bureau members to replace them.

**C. Date of next session (Agenda item 16(b))**

116. The Committee **noted** that its seventy-second session was tentatively scheduled to be held from **23–25 February 2010**.

**XIX. ADOPTION OF THE LIST OF MAIN DECISIONS OF THE SEVENTY-FIRST SESSION (Agenda item 18)**

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

## Annex I

### **SUMMARY OF DISCUSSIONS AND OUTCOME PAPER OF THE CONFERENCE ON THE IMPACT OF GLOBALIZATION ON TRANSPORT, LOGISTICS AND TRADE**

#### **I. SUMMARY**

1. The Joint Trade and Transport Conference on the Impact of Globalization on Transport, Logistics and Trade held in Geneva on 24 February 2009, was organized jointly by the In land Transport and the Committee on Trade of the United Nations Economic Commission of Europe (UNECE). With more than 300 participants, a vast majority of which attended on behalf of the ITC, the Conference offered the opportunity to participants from both sectors to review the current trends in globalization and its profound impacts on trade, transport and the overall economic development in the UNECE region.

2. The keynote speech discussed the major macro-economic trends and challenges and their impact on international trade and transport. Follow-up presentations focused on two of the many aspects of trade and transport facilitation: competitiveness and participation in global supply chains, on the one hand, and border crossing facilitation on the other. From the global supply chains' perspective:

- a) Results were shared of in-house research done by the Transport Division concerning the available analytical tools and benchmarking methodologies about the competitiveness of countries, how transport is factored into the ranking, as well as what analytical gaps exist;
- b) Demand and supply for e-tools in transport and trade, as well as their facilitation impact were outlined.

Concerning border crossing facilitation as part of the broader trade and transport facilitation emphasis was put on:

- a) The use of the Harmonization Convention and the OSCE-UNECE initiative to develop a common methodology to measure the performance of border agencies;
- b) The experience with the introduction of the Single Window concept at borders; and
- c) Trade and transport security and the concern over the trade and transport of counterfeited products.

3. The ITC endorsed the conference outcome paper and the draft background paper and asked the Secretariat to submit it - after appropriate adjustments to deepen the analysis and incorporate relevant information based on the joint conference - to the ITF 2009 Conference on Globalization and Transport.

## II. OUTCOME PAPER

4. The Joint Trade and Transport Conference on the Impact of Globalization on Transport, Logistics and Trade held in Geneva on 24 February 2009 was organized jointly by the Inland Transport and Trade Committees of the United Nations Economic Commission of Europe (UNECE). The Conference offered the opportunity to participants from both sectors to review the current trends in globalization and its profound impacts on trade, transport and the overall economic development in the UNECE region.

5. The dynamics of globalization have brought trade and transport facilitation into the forefront of national development strategies as well as international efforts aimed at reducing the costs and the complexity of bringing goods to markets. The participants felt that the UNECE, with its solid reputation in developing international conventions, agreements, norms and standards can effectively assist countries in their efforts to eliminate inefficiencies in trade and transport processes and enhance the use of existing and required trade and transport infrastructures. Through a joint, focused and strategic effort, UNECE's trade and transport facilitation instruments could provide a framework and hold the realistic potential to contribute to increased economic efficiency in the whole region. Both the Inland Transport Committee and the Committee on Trade could therefore work closely together to develop integrated approaches to trade and transport facilitation. They should explore ways to further improve the synergies between their respective trade and transport facilitation instruments and the benefits of inclusion of mutual references to these norms, standards and recommendations. Efforts should also be made to promote the application of international facilitation agreements, norms, standards and recommendations in order to enhance economic efficiency in the region.

6. In the area of *trade facilitation*, UNECE assists in the development of trade facilitation activities, capacity-building and implementation on national, regional and international levels. A further area of UNECE assistance to consider would be, in collaboration with other relevant organizations, to prepare feasibility and benchmarking studies to assist governments in their needs assessments and priority-setting efforts in the area of trade facilitation. This could be followed, by the development of national and/or regional action plans with specific targets for each country. In this respect UNECE could provide a forum where countries, especially those with economies in transition, could monitor and evaluate progress and, through the implementation of concrete targets, achieve the necessary level of trade facilitation. This would enable the region to raise the overall level of trade efficiency and improve economic integration and growth.

7. As far as *transport* facilitation is concerned, implementation of the existing legal instruments and facilitation systems should be further strengthened, as well as new ones could be developed. When addressing border crossing facilitation, two major instruments, namely the International Convention on the Harmonization of Frontier Controls of Goods and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), come into mind as major instruments and facilitation systems with the objective to streamline relevant procedures and to keep in place multi-country arrangements for transit facilitation. However, there are other legal instruments, for example, relating to the liability of transport operators (separately for the different modes of transport) containers, transport of

dangerous goods, rail border crossing - just to mention a few - , which have also proven their effectiveness in practice.

8. With a view to ensuring the permanent monitoring of the efficiency of border crossing procedures, the participants welcomed the joint OSCE-UNECE initiative to develop a common methodology for measuring border crossing performance. Taking into account the expansion of the EU and the geographical coverage of the WTO, the existing legal instruments will need to be constantly updated and improved to meet the requirements for worldwide efficiency. Therefore, Contracting Parties to various international conventions and agreements should make an effort to fully implement them and promote their effective use. Moreover, they should also encourage their neighbors and commercial counterparts to become Contracting Parties to the same legal instruments.

9. In paving the *way forward*, there is also an important role and need for closer cooperation and synergy among United Nations Regional Commissions. The UNECE's excellent reputation in developing international legal instruments could be further supported by other Regional Commissions whose contribution in advocating already existing legal instruments would be invaluable. Since most of the UNECE legal instruments have a global character and the potential to be applied on a world-wide scale, such support and collaboration would increase the possibility of achieving wider legal harmonization and interoperability, and diminish the danger of duplication and inefficiencies. Moreover, synergies are also necessary between various international organizations which have global and regional roles in connecting continents. Knowledge sharing should be enhanced and promoted through seminars and workshops organized jointly within their individual areas of competence.

10. The XXI<sup>st</sup> century has started with a tremendous expansion of Information and Communication Technologies (ICT). Their advantages have started to be recognized but their full potential has not yet been fully grasped. In this context, various electronic tools which are already available, offer the opportunities for further increasing efficiencies achieved by trade and transport facilitation. However, an improved, minimum level of implementation of these tools in all member States is a pre-condition for realizing their full benefits.

11. At the present time, when more security and transparency is required in almost all societies and economies, when combating corruption and counterfeiting of products becomes a priority in most economies, the resort to efficient electronic tools could prove beneficial for all stakeholders. In this respect, strategies based on a combination of available electronic solutions might bring more benefits and efficiencies. However, further research and study would be needed to determine which strategies would be the most appropriate and the most effective.

Annex II**Resolution No. 259****E-ROAD TRAFFIC CENSUS OF MOTOR TRAFFIC AND  
INVENTORY OF STANDARDS AND PARAMETERS  
ON MAIN INTERNATIONAL TRAFFIC ARTERIES IN EUROPE IN 2010****(“2010 E-Road Traffic Census”)**

The Inland Transport Committee,

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

1. *Invites* Governments:

(a) To take a census of traffic on the E-Roads on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR) as in force in 2010, and in line with the Recommendations to Governments for the E-Road Traffic Census of Motor Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe in 2010 (2010 E-Road Traffic Census) as set forth in UNECE document ECE/TRANS/WP.6/AC.2/18 considering 2010 as the reference year.

(b) To supply the results of the 2010 E-Road Traffic Census to the UNECE secretariat, if possible before **1 November 2011**, in conformity with the Recommendations set forth in UNECE document ECE/TRANS/WP.6/AC.2/18.

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

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by **30 September 2009** whether they agree to implement the provisions of this resolution.

**Annex III**

**Resolution No. 260**

**E-RAIL TRAFFIC CENSUS IN EUROPE IN 2010**

**(“2010 E-Rail Traffic Census”)**

The Inland Transport Committee,

Recalling its Resolution No. 255 adopted on 19 February 2004 (ECE/TRANS/156, annex 4),

1. *Invites* Governments:

(a) To take a census of traffic on the E-rail lines on their national territory, in accordance with the European Agreement on Main International Railway Lines (AGC) as in force in 2010 and with the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) as in force in 2010, and in line with the Recommendations to Governments for the 2010 E-Rail Traffic Census as set forth in UNECE document ECE/TRANS/WP.6/AC.4/4.

(b) To supply the results of the combined E-Rail Traffic Census 2010 to the UNECE secretariat, if possible, before 30 June 2012, in conformity with the Recommendations set forth in UNECE document ECE/TRANS/WP.6/AC.4/4.

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

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by 30 September 2009 whether they agree to implement the provisions of this resolution.

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