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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Road Transport

##### 106th session

Geneva, 17–19 October 2011

Item 11(c) of the provisional agenda

##### Planning of future work:

##### Programme of work and Evaluation

### Biennial Evaluation

#### Note by the secretariat

#### I. Mandate

1. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, the next review being in 2012 (ECE/TRANS/200, paragraph 120), the Working Party on Road Transport here after SC.1 or Working Party is requested to review and adopt its programme of work for 2012–2013 as well as the relevant parameters allowing for its biennial evaluation.

#### II. Programme of work for 2012–2013

##### A. Introduction

2. The present document sets out the draft programme of work of the Inland Transport Committee's sub-programme on to "Road Transport" for the biennium 2012–2013. The Working Party on Road Transport is invited to consider the programme for adoption at its current session. It will then be submitted to the Inland Transport Committee (ITC) and the Economic Commission for Europe (ECE) Executive Committee for formal approval. The Working Party and the Inland Transport Committee will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities proposed to be carried out in 2012–2013. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of activities into clusters is exactly the same as that used by the Inland Transport Committee for the biennial evaluation of its subprogramme performance.

5. The following clusters of activities make up the UNECE's subprogramme on Transport:

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics, land-locked countries and transit facilitation
3.	Road transport (Trans-European network for motorways (TEM) Project)
4.	Road traffic safety
5.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
6.	Rail transport (Trans-European network for rail (TER) Project)
7.	Inland waterway transport
8.	Intermodal transport and logistics
9.	Customs questions affecting Transport
10.	Transport, Health and Environment Pan-European programme (THE PEP)
11.	Transport of dangerous goods (UNECE)
12.	Transport of dangerous goods (ECOSOC)
13.	Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
14.	Transport of perishable foodstuffs
15.	Transport statistics

6. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2012–2013. If necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are clearly indicated as “additional”.

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material and (c) technical cooperation, including seminars, workshops, training sessions and advisory services.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in section II of this document.

9. The present document is based in substance on the programme of work for 2010–2014 as adopted in 2010 by the Inland Transport Committee (ECE/TRANS/2010/8).

## **B. Objective and strategy**

10. The objective of the UNECE subprogramme of transport is to facilitate the international movement of persons and goods by inland transport modes and improve

safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport.

11. The responsibility for the subprogramme is vested in the Transport Division.

## C. Outputs/activities to be delivered in the 2012–2013 biennium

### Subprogramme: 02 Transport

#### Cluster 3

#### Road transport (Trans-European network for motorways (TEM) Project)

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>The Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road - of goods and passengers — by harmonizing and simplifying the rules and requirements to which such transport is subject to. To meet this objective, SC.1 draws up, manages and updates international legal instruments. SC.1 occasionally becomes a parent body to technical expert groups such as those concerning the digital tachograph rules or transport of passengers by coach and bus. It also develops non-binding recommendations and best practices in international road transport such as Consolidated Resolution on the Facilitation of International Road Transport (R.E.4). Finally, SC.1 promotes the third party motor liability insurance law (Green card system). The participation in SC.1 is open to all countries across the world.</p>	<p><b>The Working Party is expected to:</b></p> <ul style="list-style-type: none"> <li>- Take suitable action to implement the European Agreement on Main International Traffic Arteries (AGR) and amend its provisions as necessary, taking into account the evolution of traffic flows, as well as the safety and security of the network;</li> <li>- Review the ongoing and expected progress of the Trans-European North-South Motorway Project (TEM) in order to assist in its further development as part of an integrated international road infrastructure;</li> <li>- Simplify and harmonize the requirements concerning international road transport, such as administrative procedures and related documentation, in order to facilitate international road transport operations, by elaborating and updating, as necessary, appropriate legal instruments and/or recommendations – this will include the necessary consultations in order to operationalize article 5 of the e-CMR, which recently entered into force;</li> <li>- Assist in the implementation of the European Agreement on the Work of Crews of Vehicles engaged in International Road Transport (AETR) and particularly of the digital tachograph;</li> <li>- Promote the harmonization of fiscal and other measures in order to avoid discriminatory practices in international road transport;</li> <li>- Consider questions concerning the Green Card International Motor Insurance system, as well as encourage and facilitate membership therein;</li> </ul>
<p><b>Main Actions by the Transport Division:</b></p>	
<ul style="list-style-type: none"> <li>- To act as secretariat to the Working Party on Road Transport and assist in administering and updating the relevant legal instruments;</li> </ul>	
<ul style="list-style-type: none"> <li>- To collect and disseminate information in order to facilitate exchange of data between member countries on road transport policy and other developments;</li> </ul>	
<ul style="list-style-type: none"> <li>- To facilitate the liaison among governments and with other actors in the field of road transport (intergovernmental and non-governmental organizations, regional economic integration organizations, private sector and academia), as well as to coordinate cooperation to ensure the effective implementation of obligations contained in the relevant legal instruments.</li> </ul>	

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*Description of cluster (optional)*

*Expected accomplishments from this cluster*

- Participate in the Expert Group for Safety at level crossings, established under the Working Party on Road Traffic Safety (WP.1).

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**Main legal instruments administered by the Working Party on Road Transport (SC.1)**

*European Agreement on Main International Traffic Arteries (AGR)*, of 15 November 1975 defines the "E" road network of routes of strategic importance for international traffic flows and sets the standards to which they should conform.

*European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)*, of 1 July 1970 aims at improving road safety and regulating drivers' hours' rules for working and rest times. It applies to international road transport done by vehicles used for the carriage of goods that exceed 3.5 tonnes and vehicles used for the carriage of passengers that can carry more than 9 persons, including the driver.

*Convention on the Contract for the International Carriage of Goods by Road (CMR)* of 19 May 1956 and its protocols standardize the contracts for the transport of goods by road by regulating the responsibilities and liabilities of the parties involved.

*Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR)*, of 1 March 1973 standardizes the conditions governing the contract for the international carriage of passengers and luggage by road.

*Convention on the Taxation of Road Vehicles for Private use in International Traffic*, of 18 May 1956 exempts international road vehicles from taxes and duties.

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**Outputs/activities**

(a) *Meetings and related parliamentary documentation*

2.1 Working Party on Road Transport (107th session, October 2012)

*Documentation:*

The report of the annual session of the Working Party. Other parliamentary documentation includes the report of the President of Bureaux, as well as proposed amendments to road transport legal instruments (AGR, AETR among others). Other parliamentary documentation is determined in the course of each session.

## 2.2 Working Party on Road Transport (108th session, October 2013)

*Documentation:*

The report of the annual session of the Working Party. Other parliamentary documentation includes the report of the President of Bureaux, as well as proposed amendments to road transport legal instruments (AGR, AETR among others). Other parliamentary documentation is determined in the course of each session.

## 2.3 First and Second Session of the Group of Experts on the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (2012)

*Documentation:*

The Programme of Work of the Expert Group to be discussed and endorsed at the first session. Other parliamentary documentation for the second session will include the report of the first session. Other documents will be determined by the experts.

(b) *Publications and other information material (planned for 2012-2013)*

## 2.4 Publication on the Liberalization of the Road Transport Sector

(c) *Technical cooperation including workshops, conferences and other events (2012-2013)*

None presently planned

### **III. Biennial Evaluation**

12. On the basis of decisions taken at its 104th session in October 2009 (ECE/TRANS/SC.1/2009/8), the activities of the Working Party are measured, as part of the biennial evaluation, against one expected accomplishment, three indicators of accomplishment and corresponding performance measures. In February 2010, this approach was approved by the Inland Transport Committee as part of the performance planning for evaluation of the biennium 2010–2011 (ECE/TRANS/2010/7).

13. The Working Party may wish to review these parameters as well as the actual performance measures for 2010–2011 as provided below with a view to either maintaining them or establishing new ones for the biennium 2012–2013.

*Biennial Assessment**Review of performance measures for 2010–2011 and establishment of targets for 2012–2013*

<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
3. Road Transport	Enhanced Implementation of European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) in general and of the digital tachograph in particular	1. Number of problem areas identified and proposals to address them	<p>1. The question of the prevailing legal instrument in view of parallel/coinciding legislative framework within the EU.</p> <p>2. The question of the applicable law on combined routes passing through the territories of both non-contracting parties and EU and non EU contracting parties in view of the reservations entered by EU States upon ratification of the Agreement, considering that the EU is not a contracting party to the AETR.</p> <p>3. The question of art. 22 bis. and the decision-making centre for amendments on technical parameters as contained in Annex 1b.</p> <p>4. The difficulties of some AETR Contracting Parties in implementing the digital tachograph and in particular the issuance of the digital tachograph cards.</p> <p><u>Proposals to address them:</u></p> <ol style="list-style-type: none"> <li>1. The question of prevailing legal instrument is still under continuous discussion.</li> <li>2. The question of the applicable law on combined routes is still under discussion.</li> <li>3. The question of art. 22 bis. has been discussed at the special meetings of AETR Contracting Parties. The proposal for its resolution was to establish a Group of Experts to develop proposals for its amendment and to settle on the decision making centre and procedure with regard to technical parameters and</li> </ol>

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implementation of the digital tachograph.

4. Deliberations between Contracting Parties have led to the proposal that some States facing such difficulties may be assisted by others that are already successfully operating the digital tachograph system.

2. Number of seminars and **1. February 2010**

workshops 2010–2011: AETR Ad Hoc Meeting on the Implementation of the digital tachograph by non-EU contracting parties.

**2. March 2011**

Special Meeting of Contracting Parties to the AETR

**3. July 2011**

Second Special Meeting of Contracting Parties to the AETR

3. Number of participants per seminar and workshop
- |                   |           |
|-------------------|-----------|
| 1. February 2010: | <b>48</b> |
| 2. March 2011:    | <b>29</b> |
| 3. July 2011:     | <b>18</b> |
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#### IV. Status and characteristics of the Working Party

14. In accordance with the Guidelines for the establishment and functioning of Working Parties within UNECE, the mandate and extension of these Working Parties should be reviewed every 5- years (ECE/EX/1, para. 1 (c)).

15. As the first 5-year cycle will end in 2012 and on the basis of a comprehensive review of its activities, the Working Party may wish to propose to the Inland Transport Committee to renew the mandate and status of the Working Party for another cycle of 5-years as of 2013 (ECE/EX/1, para. 3 (d)).

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