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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-seventh session

Geneva, 24–26 February 2015

Item 7 of the provisional agenda

#### **Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2014**

### **Expected Challenges for ITC and its subsidiary bodies in 2015\***

#### **Note by the secretariat**

In addition to the annual report on the transport activities of UNECE, the secretariat has prepared a list of the main challenges that can be turned into opportunities.

The Committee is invited to consider how best it can provide support.

## **I. Analytical activities, policy dialogue, capacity-building and technical assistance**

1. Improving reliable access to extra-budgetary funding for analytical activities, policy dialogue, capacity-building and technical assistance at the time of demand can significantly improve the responsive capacity of the secretariat.
2. To meet the growing demand for capacity-building to aid the accession of non-United Nations Economic Commission for Europe (UNECE) countries to UN legal instruments in transport, special facilities may be warranted.
3. Transport professionals are often under-informed about the existence and purpose of the UN legal instruments in inland transport, about their importance for sustainable transport and about the efforts and role of the Inland Transport Committee (ITC) and its subsidiary bodies in the updating, implementation and monitoring of these instruments. It is

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\* This document has been submitted late for technical reasons.

important to raise awareness on these available legal tools and to continue forging partnerships with academia, businesses and non-governmental organizations.

4. The ways in which the Working Party on Transport Trends and Economics (WP.5) may serve as a Committee “think-tank” are to be explored.

5. Flagship projects to promote policy dialogue and capacity-building events warrant special attention. Among these are the projects funded by the United Nations Development Account (UNDA), the ForFITS tool, the development of SafeFITS and of a new ForFITS module on Non-Road Mobile Machinery, as well as the annual conference on Intelligent Transport Systems (ITS). Of great importance is also to further develop and complete the Transport Development Index, as a means to assess the performance of national transport systems.

## **II. TEM, TER and EATL projects**

6. Administrative issues concerning the Trans-European Motorways (TEM) and Trans-European Railways (TER) projects urgently require solutions.

7. The constant flow of tangible results in the TEM, TER and Euro-Asian Transport Links projects needs to be ensured.

## **III. Road traffic safety**

8. The completion of a preliminary assessment on the implementation of the Convention on Road Signs and Signals of 1968 by the Working Party on Road Traffic Safety (WP.1) Group of Experts on Road Signs and Signals.

## **IV. Road Transport**

9. The Working Party on Road Transport (SC.1) Group of Experts on the European Agreement Concerning Work of Crews of Vehicles Engaged in International Road Transport (AETR EG) met for its ninth and final session in October 2014 without coming to agreement on how the AETR Agreement may be amended. Demonstration by Contracting Parties of political will to find a compromise could facilitate a consensus.

10. Progress with the drafting of the Multilateral Agreement on the International Regular Transport by Bus and Coach (OmniBUS) is expected in 2015, provided member States engage in negotiations.

## **V. Development and harmonization of vehicle regulations**

11. The Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997, is an important legal instrument in support of improved road safety and environmental performance. However, it has only 12 Contracting Parties. In 2015, the **World Forum for Harmonization of Vehicle Regulations (WP.29)** plans to update the two UN Rules for the periodical technical inspection of wheeled vehicles with respect to their environmental and safety performance and for the reciprocal recognition of the results of such inspections. However, major efforts will also be necessary for the implementation of the agreement by a growing number of countries.

12. The amendment of the 1958 Agreement, including the development of a system for the International Whole Vehicle Type Approval (IWVTA) of motor vehicles and their trailers, is under discussion.

13. By the end of 2016 it is expected that an electronic database for the exchange of type approval documentation (DETA) will have been implemented. However, a lot of administrative matters are still to be clarified.

## **VI. Rail transport**

14. Significant progress has been made towards the Unified Railway Law. In 2015 it is expected that the draft legal instrument will be fine-tuned and finalized, and also prepared for signature.

15. The establishment of an International Rail Security Observatory which will host – in a restricted access and user-friendly electronic environment – tools, best practices, projects and initiatives on rail security developed, managed and operated by different governmental and non-governmental stakeholders.

16. The development of a Master Plan on High Speed Trains in the UNECE region that will provide Governments with the possibility of prioritizing corridors on which they can potentially develop high-speed lines, and evaluate them on a cost-benefit basis.

## **VII. Inland waterways**

17. In monitoring the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN), the Working Party on Inland Water Transport (SC.3) will prepare action plans on the elimination of concrete bottlenecks and the completion of missing links on particular E-waterways crossing the territory of more than one State Party to the AGN. It will also prepare proposals on the development of concrete river-sea routes in the context of the Agreement.

18. Based on the fifth revised edition of the European Code for Inland Waterways (CEVNI) – adopted by SC.3 at its 58<sup>th</sup> session and to be published in 2015 – the Working Party will be assisting Governments and river commissions in identifying and reducing, if possible, the difference between the CEVNI rules and national/regional legislation.

19. The work on mutual recognition of boatmasters' certificates and the harmonization of professional requirements in inland navigation is expected to see major progress.

20. Maintenance of the texts and technical annexes of the following Resolutions is also expected to be completed in the coming year:

- No. 48 – Recommendation on Electronic Chart Display and Information System for Inland Navigation (INLAND ECDIS);
- No. 57 – Guidelines and Recommendations for River Information Services;
- No. 60 – International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation; and
- No. 63 – International Standards for Tracking and Tracing on Inland Waterways.

## **VIII. Dangerous goods**

21. The Working Party on the Transport of Dangerous Goods (WP.15) will in the coming year consider proposed amendments relating expressly to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and relating to administrative and technical questions pertaining to its implementation, along with the national and international implementation of its annexes, to ensure the necessary updating of legislation and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by road. The adoption of a set of draft amendments to Annexes A and B of the ADR by the end of 2015 is expected, for entry into force on 1 January 2017.

22. WP.15 and AC.2 will also continue to work together on the consideration of proposed amendments relating expressly to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN). Work on the harmonization of provisions of the ADR, ADN and the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID) will also take place, with adoption of draft amendments to the ADR, RID and ADN expected by the end of 2015 for entry into force on 1 January 2017.

## **IX. Customs questions affecting transport**

23. Since the start of the crisis in the application of the TIR procedure in the Russian Federation (July 2013), the secretariat has devoted much of its time to facilitating dialogue with the overarching goal of ensuring that the uninterrupted functioning of the TIR system is reinstated. Much of the resolution seems to depend on the selection and authorization of a new guaranteeing association in the Russian Federation. This is expected to be made by the competent Russian authorities by early 2015. A package of amendment proposals submitted by the Russian Federation in October 2014 is tabled to be discussed by Contracting Parties in detail in February 2015.

24. With the launch this year of the UNECE and International Road Transport Union (IRU) eTIR Pilot Project – designed to permit the most rapid and cost-effective TIR procedure possible between two pilot countries, namely the Republic of Turkey and the Islamic Republic of Iran – the fully fledged eTIR system came one step closer. The Terms of Reference of the project will be signed by the two countries in 2015 as well as by the UNECE and IRU secretariats. A further Memorandum of Understanding securing the provision of extra financial support to UNECE to cover the project's additional costs will also be signed by the two secretariats. Furthermore, in 2015, a new Group of Experts will be established with a two-year mandate to develop the eTIR legal framework.

25. Under the eighth tranche of the UNDA project (2012–2013), a global initiative closely related to the eTIR is being implemented, with the objective of strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing by means of increased exchange of secure electronic information between Customs administrations and increased use of internationally standardized electronic messages. The first interregional Expert Group meeting for this project took place in Geneva in December 2014, with progress expected in 2015 on the assessment of the legal and technical factors that prevent a wider Customs-to-Customs exchange of transit information. Targeted capacity-building and technical assistance activities are also currently under consideration for 2015.

## **X. Transport of perishable foodstuffs**

26. The ITC will continue to ensure that the regulations and standards relating to the international transport of perishable foodstuffs under the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) are updated in order to keep them in line with technological and ecological developments. For the continued safeguarding of the food we eat every day, ensuring safety and quality standards are up to date is of the utmost importance.

27. By the end of 2016 it is expected that amendments to the annexes to the ATP will have entered into force as a result having been considered by the ITC. The ATP Handbook will also be updated regularly in the coming years with the aim of aiding the interpretation, harmonization and application of the ATP.

## **XI. Transport Statistics**

28. Of continued importance in 2015 will be the building and maintenance of a database for the annual collection of statistics on inland transport, including road safety data from UNECE member Governments. Statistics will focus on road traffic (vehicle-km), the transport of dangerous goods, transport to and from seaports and inland waterways ports (hinterland connections), and high-speed rail transport. This database will be particularly valuable for ensuring the increased availability of reliable, timely and comparable transport statistics, particularly on the region's less advanced countries.

29. Amongst the publications set for release in the coming years are the Transport Statistics for Europe and North America, the Statistics of Road Traffic Accidents in Europe and North America (RAS), and the Handbook of Transport Statistics.

30. At the same time work continues on harmonizing the methodology on road safety data, ensuring that it becomes ever-more representative and working towards increased comparability between countries and organizations of the definitions used for “killed”, “injured” and “seriously injured”. The improved harmonization of methodology for data related to accidents under the influence of drugs and alcohol and better quality data for types of collisions is set to further enhance the capability of the ITC raise awareness, promote dialogue on transport issues and to forge future cooperation and collaboration on some of the world's most important issues.

## **XII. Post-2015 Sustainable Development Agenda**

31. The inclusion of key aspects of sustainable transport in the new sustainable development framework for the post-2015 era. The proposed Sustainable Development Goals provide an opportunity for placing transport and mobility challenges high on the global political and development agenda, in a way that facilitates solutions for the safe, clean and efficient development of the sector as a whole.

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