

**ECONOMIC COMMISSION FOR EUROPE**  
**EXECUTIVE COMMITTEE**  
Twenty-first meeting

Geneva, 22 February 2008  
Item 3

**Meeting with the Chair and Vice-Chairs of the  
Committee on Inland Transport**

Member States' attention is drawn to the attached note which provides the items on which the Chair of the Committee on Inland Transport will report to the EXCOM.

# **Meeting between EXCOM and Chair and vice-chairs of the Inland Transport Committee**

## **Items for discussion**

### **1. Introduction**

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

The ITC develops and updates international agreements and conventions, which are legally binding for the countries that adhere to them and which provide the international legal and technical framework for national transport legislation in UNECE Member States. These legal instruments cover all relevant aspects of inland transport including infrastructure, vehicles, road traffic rules and border procedures. Altogether, 56 agreements and conventions have been developed. The ITC also develops and keeps up to date transport-related recommendations on which legally binding consensus cannot be achieved. In performing these regulatory and standard-setting functions, some of which are global in scope, the Committee fulfils the need that is not undertaken by any other international organization.

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

### **2. Implementation of the programme of work for the past 12 months**

#### Development of legal instruments and recommendations

In 2007, the ITC and its subsidiary bodies adopted amendments to the following transport agreements and conventions:

- European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
- Agreement on the International Carriage of Perishable Foodstuffs (ATP)
- European Agreement concerning the Carriage of Dangerous Goods by Inland Waterways (ADN)

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

- Two new UNECE Regulations annexed to the 1958 Agreement and 71 amendments to existing Regulations
- Two amendments to existing global technical regulations in the framework of the 1998 (global) Agreement

Following the recommendations of the European Union High Level Group on Competitive Automotive Regulatory Framework for the 21st century (CARS 21), the European Community has continued the migration process to replace its Directives on vehicle prescriptions by reference to the regulations developed by the World Forum. In addition, the European Community applies 106 UNECE Regulations annexed to the 1958 Agreement, two global technical regulations and is in the process of applying three more global technical regulations.

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

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

Additionally in the area of transport of dangerous goods, the Council of the European Union and the European Parliament have decided to replace four directives which currently require EU member States to apply the provisions of ADR (road) and RID (rail) to domestic traffic by one single directive. This directive will require them to apply the provisions of ADR, RID and ADN to all domestic and intracommunautary inland transport of dangerous goods (road, rail, inland waterways) as of 2009. A two year transitional period for inland waterways will be allowed.

In the area of classification and labelling of chemicals, which apply to transport and to occupational health and safety, consumer and environment protection, the European Commission has adopted a Proposal for a Regulation of the European Parliament and the Council on classification, labelling and packaging of dangerous substances and mixtures. The Regulation intends to implement the GHS in all EU countries by 1 December 2010 for substances and 1 December 2015 for mixtures. This proposal is accompanied by proposals for amending accordingly one existing Regulation and six directives.

#### Implementation of legal instruments

In 2007, there were **29 new accessions** to legal instruments, of which 9 from non-ECE countries.

Accessions from ECE Member States to ECE legal instruments in the area of transport were: Albania 2; Greece 1; Hungary 1; Kyrgyzstan 1; Latvia 1; Luxembourg 1; Malta 3; Moldova 6; San Marino 1; Ukraine 3. Accessions from non-ECE countries were: Mongolia 1; Tunisia 3; United Arab Emirates 5.

#### Highlights of the work of the ITC and its Subsidiary Bodies

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

In 2007, as outlined above, the **World Forum for Harmonization of Vehicle Regulations (WP.29)** adopted two new ECE Regulations annexed to the 1958 Agreement and as many as 71 amendments to its regulations. In addition, WP.29 adopted two amendments to existing global technical regulations in the framework of the 1998 Agreement.

The World Forum also considered a possibility of developing market fuel quality standards. The World Forum demonstrated that there is a close link between fuel quality and emissions of pollutants from motor vehicles. It recognized that further emission reductions through more stringent regulations requires more advanced emission control technologies, which requires more appropriate fuel be available to consumers. Given this, the lack of harmonized fuel quality standards would hamper the development of the new vehicle technologies. The World Forum therefore agreed to develop specific market fuel quality requirements taking, as a basis, existing standards such as the World-Wide Fuel Charter (WWFC).

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

In the field of **border crossing facilitation**, work continued on the computerization of the TIR Convention (eTIR system), which aims at providing a Customs-to-Customs information exchange system as well as a system for management by Customs of information about guarantees. The UNECE secretariat, in co-operation with the TIR Executive Board, organized a successful training seminar about the approval and control of TIR vehicles.

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

With respect to **dangerous goods**, the fifteenth revised edition of the “Recommendations on the Transport of Dangerous Goods, Model Regulations”, Amendment 2 to the fourth revised edition of the “Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria” and the second revised edition of the “Globally Harmonized System of Classification and Labelling of Chemicals (GHS)” were consolidated by the Transport Division and published in all official UN languages pursuant to ECOSOC resolution 2007/6.

The Working Party on the Transport of Dangerous Goods, in co-operation with the Intergovernmental Organization for International Carriage by Rail and the Central Commission for the Navigation of the Rhine, adopted amendments regulating the transport of dangerous goods by road (ADR), rail (RID) and inland waterways (ADN). A roundtable to discuss “the effectiveness of UNECE legal instruments, increased safety and facilitation of international transport” was organized on the occasion of the 50th anniversary of ADR. For transport of perishables, amendments were also adopted to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for Such Carriage (ATP).

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

In the past 12 months, in the area of **road transport**, the Working Party on Road Transport continued to develop legal instruments to facilitate international transport. Of particular significance is the AETR Agreement which is being revised to correspond to the EU provisions related to driving and rest periods. A CMR Convention Protocol was also developed to introduce the possibility of using an electronic consignment note.

In the area of **road safety**, the Working Party on Road Traffic Safety adopted new recommendations dealing with speed, use of mobile phones while driving, safety of children, contents of the first-aid kit required in vehicles, safety of two-wheelers and methods of influencing behaviour on the road. Consolidated versions of the Vienna

Conventions on Road Traffic and on Road Signs and Signals (and the related European Agreements) were issued and a report “Statistics of Road Traffic Accidents” was published. The First United Nations Global Road Safety Week in co-operation with the World Health Organization and the other UN regional commissions was organized while the World Youth Assembly and the Second Global Stakeholders Forum were held to launch the Safety Week.

#### *Working Party on Transport Trends and Economics (WP.5)*

WP.5 continued its activities related to the development of Euro-Asian Transport Linkages (EATL). The Working Party decided to establish an expert group to ensure monitoring and co-ordination of the activities aimed at developing efficient, safe and secure Euro-Asian inland transport links (see Annex). In 2007, WP.5 also began to be active in the area of the hinterland connections of seaports. The Working Party decided to share experiences and best practices, including through an international conference in the fall of 2008, which the Greek Government offered to host. WP.5 decided to establish an ad hoc Group of Experts on hinterland connections of seaports that would take stock of the connectivity in major UNECE seaports and steer the preparation of the conference mentioned above, in co-operation with UNCTAD and other relevant bodies within the UN system (see Annex).

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

A survey was carried out concerning the **intermodal transport** of 45 ft long containers on the road networks in the UNECE region. The survey revealed that there existed no harmonized approach to permit road transport of such long containers (neither within the EU nor among other ECE countries). This made organizing international container transport services on the road difficult. WP.24 will therefore work to arrive at possible solutions to this problem having in mind environmental implications as well.

The project concerning **transport and trade of radioactive scrap metal** was completed and recommendations about prevention, detection and response procedures were published. Following the development of a training and capacity building strategy by the UNECE secretariat, the International Atomic Energy Agency will continue to work on regulatory, safety and security issues in this field.

#### *Multidisciplinary Group of Experts on Inland Transport Security*

In 2007, the Inland Transport Committee reviewed its work in the area of **transport security** and, stressing the importance of this issue, agreed to establish a multidisciplinary group of experts. As a result, the Expert Group took stock of various inland transport security initiatives at national, international and industry levels and prepared proposals for improvement.

#### *Sub-regional cooperation projects*

Following the release of the **TEM and TER Master Plan** in 2005, which provided a regionally harmonized investment strategy for developing the road and rail transport backbone networks in 21 Central, Eastern and South-Eastern European countries, the UNECE has been monitoring its implementation. In 2007, the first progress report on the implementation of the priority projects identified by the TEM and TER Master Plan was

produced (with a comparison report of the Master Plan Backbone Networks with the E-Networks as well as with those developed under the auspices of the EU and other international institutions). In 2007, work also began to prepare the terms of reference to revise the Master Plan during the 2008 -2009.

#### *Co-operation with other international organizations*

The UNECE can provide the **European Community** with a suitable forum to consult with non-EU countries. The need for such a consultation is particularly evident when EC legislation has an extra-territorial impact or an extra-territorial application (and for international inland transport that is frequently the case). Conversely, when the EC carries out consultations with major stakeholders - particularly in the process of preparing new legislation – the UNECE may reflect on the implications beyond the EU. Moreover, as a result of the EC participation in the elaboration of UNECE vehicle regulations, the EC has initiated migration of the EC vehicle regulatory framework to UNECE vehicle regulations. Other areas of UNECE-EC co-operation include: the development of pan-European transport corridors, introduction of digital tachograph into the AETR Agreement.

The UNECE had co-operated with the **International Transport Forum** (ex-ECMT) in the fields of intermodal transport and logistics, rail transport, statistics and road safety. As these working groups were discontinued, the UNECE was given an opportunity to play a role in carrying on the work by providing the only intergovernmental forum for 56 countries to exchange information and best practices in these areas and by serving as a technical forum to develop common positions on the issues that are going to be of interest to transport ministers. Conversely, the International Transport Forum as a political forum will become helpful in promoting the implementation of the UNECE legal instruments. In this context, the UNECE is preparing a paper as an input to the ITF Ministerial Forum on global warming and transport and close co-operation is envisaged in preparing for the “Globalization, Trade and Transport Conference” in 2009. Finally, a specific joint project to develop logistics indicators is under discussion.

The ITC actively co-operates with the **Organization for Security and Co-operation in Europe** (OSCE) through reviews of the implementation of OSCE transport commitments, promotion of more effective implementation of the “Harmonization Convention”, contributions to the mid-term the review of the Almaty Programme of Action and organization of various joint capacity building initiatives in the area of transport. Due to ITC’s active and constructive engagement in the last two years, the OSCE’s Office of the Coordinator for Economic and Environmental Activities has selected transport to be one of its priority areas.

The UNECE also co-operates with the **International Road Transport Union** (IRU) as the effective implementation of the TIR Convention hinges upon public private co-operation. In particular, Contracting Parties to the TIR Convention periodically authorize the IRU to organize and manage an international guarantee system, which is one of the crucial elements of the TIR procedure.

### **3. Major activities planned for the forthcoming 12 months**

Overall, the short term plans in the field of inland transport will be to continue improving efficiency, safety, environmental protection and security. This will be done by amending the relevant UNECE international legal instruments in co-operation with various UN agencies, other international organizations as well as NGOs representing the transport and transport equipment industry, business, road users and consumers.

Concerning **road safety**, a project “Improving Global Road Safety: setting regional and national road traffic casualty reduction targets” will be implemented in 2008-2009. This project will aim at assisting low and middle income countries in developing road safety targets and providing examples of best road safety practices. Moreover, the UNECE will be involved in the preparation of a Global Ministerial Conference on Road Safety (expected to be held in 2009). Within this framework, a preparatory, regional meeting will be organized for the UNECE region. In the area of **road transport**, there are plans to adopt the amendments to the AETR concerning driving and rest periods while a signing ceremony for the new Protocol to the Convention on electronic consignment notes will be organized in May 2008.

With respect to **harmonization of vehicle regulations**, the World Forum will continue to update its regulations, will develop fuel quality standards and will make further efforts to increase participation of new countries outside of UNECE region. In this context, a conference is being organized to provide a new impulse for Asian countries to accede to the agreements administered by the World Forum. In the area of transport of **dangerous goods**, the challenge will be to take into account the entry into force of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), finalization of a set of amendments to ADR and ADN as well as conditions for its entry into force by 1 January 2009. In the area of the transport of **perishable foodstuffs**, there are plans to incorporate references to less polluting vehicles and fuels in the ATP Agreement.

The work on **border crossing facilitation** will aim at further strengthening the TIR system by means of improving transparency in the management of the guarantee system. Working towards the implementation of the eTIR system will continue to be a major challenge. In the **transport chains and logistics** field, the UNECE will provide a platform to exchange information and best practices. In this context, there are plans to identify performance parameters and benchmarks to monitor and measure the provision of efficient and sustainable logistics and transport chains.

A major challenge in **rail transport** will be to ensure that some of the activities of the now-abolished ECMT Group on Railways are assumed by UNECE’s SC.2. In addition, a possible revision of the AGC and accession of new contracting parties are under consideration. In 2008, the UNECE Working Party on **Inland Water Transport** will give a high priority to improving technical requirements and navigation rules for inland navigation. Work on facilitating a free movement of crew members across Europe will be intensified. A particular attention will be given to integrating environmental and security aspects. In 2008, the UNECE will also start preparing a new edition of the White Book on Inland Navigation to promote the advantages of transport by inland waterway and indicate the problems it is still facing in its development.

The first Global Conference of Transport Ministers to be organized by the **International Transport Forum** is taking place in 2008 under the theme of global warming and

transport. The UNECE will contribute in this high level political debate and will find ways for appropriate follow-up through the relevant ITC subsidiary bodies.

In 2008, the UNECE secretariat will participate in the Mid-Term Review of the **Almaty Programme of Action (APA)** to be held during the 63<sup>rd</sup> session of the General Assembly. In doing so, the secretariat will closely co-operate with the Trade Division to prepare the UNECE contribution that would include organizing a joint UNECE/UNESCAP regional review conference to assess transport bottlenecks to trade and transport in the landlocked developing countries and will prepare a report on the state of implementation of the APA and a list of recommendations how to accelerate it. In the near future, the secretariat will report to the EXCOM on its APA-related activities.

#### **4. Proposed changes to the subsidiary structure of the Committee**

A thorough review of the subsidiary structure has been undertaken in 2006. As a result of the discontinuation of some ECMT activities such as intermodal and logistics, railways, inland waterways, road safety and transport of individuals with reduced mobility, all of these areas (except the latter) will be incorporated into the UNECE program of work while the area of transport of individuals with reduced mobility is being seriously considered. Two expert groups will be created concerning hinterland connections and Euro-Asian transport linkages.

The first group of experts on hinterland connections of seaports will collect information about planning, management and organizational issues at national and international levels which are important for hinterland connections of seaports. The Expert Group will prepare recommendations and proposals for improving hinterland connections of seaports in areas such as infrastructure, personnel, information exchange, institutions and policies.

The second group of experts dealing with monitoring and co-ordination to further develop the Euro-Asian Transport Linkages will function under WP.5 as an ad-hoc group of experts for a period of two years (2008-2009). It will be composed of national focal points/experts nominated by member States of the UNECE and UNESCAP as well as experts from interested UNECE-UNESCAP member States, international governmental and non-governmental organizations.

Terms of reference for both expert groups are annexed for advanced information. The formal proposals will be submitted at the next EXCOM meeting in March.

#### **5. Implementation of the Work Plan on ECE Reform**

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

Closer co-operation with the **Committee on Trade** in the areas of trade and transport facilitation is being pursued as these subjects appear the most suitable (as elaborated in ECE/TRANS/2008/3 containing a “road map” about the strengthening of border crossing and trade facilitation activities). In general, activities of joint interest are related to the preparation and administration of international legal instruments that provide technical and legal basis for the international transport of goods in UNECE member States (and elsewhere). Specific areas of co-operation and strengthening of activities under

consideration are: simplification and automation of trade and transport documents (through more systematic and formal exchange of information and/or consultations); border crossing facilitation (to identify the need for additional technical annexes to the “Harmonization Convention”); logistics (by initiating discussions to determine how to effectively contribute); perishable foodstuffs (the trade to be engaged in helping to further develop ATP provisions and procedures); technical assistance and capacity building (by the development of a common technical assistance and capacity building strategy); issues related to globalization of trade and transport (by organizing a trade and transport facilitation workshop in 2009 to take stock of the accomplishments and challenges in the UNECE region in this field and as an implementation follow-up to the ITF Ministerial).

With regard to **THE PEP** and environmental, energy and health aspects of transport, both the Environment and the Transport Divisions continue to co-operate closely, including the preparation of the High Level Meeting on Transport, Health and Environment, which will take place in 2008. The required financial resources for managing the Clearing House are also being actively sought. There is also work underway considering the feasibility and implications of introducing environmental aspects of transport into UNECE international legal instruments. In this respect, the secretariat has prepared a note how to strengthen the environmental and health aspects of transport by aligning the UNECE transport infrastructure agreements with the Espoo Convention (see ECE/TRANS/2008/4).

The secretariat has prepared a note (see ECE/TRANS/2008/9) describing how it intends to **strengthen the implementation** of the Vienna Conventions and the AETR. The note also provides information on the main implications and challenges stemming from the introduction of digital tachograph in the non-EU countries that are Contracting Parties to the AETR. It should be stressed that only a few countries have replied to the surveys about the implementation of the Vienna Convention on Road Traffic and driving and rest times making it difficult for the UNECE secretariat to carry out analysis.

With a view to ensuring the political commitment necessary for the continuation of the **Euro-Asian Transport Links (EATL) work**, a meeting of Ministers of Transport of Euro-Asian countries was organized in Geneva, 19 February 2008 within the 70<sup>th</sup> ITC session. The objective of the meeting was to ensure stronger political impetus for the continuation and further development of the UNECE-UNESCAP Euro-Asian Transport Links project as well as to obtain the necessary financing for the Phase II (2008-2011). On this occasion Ministers **signed a Joint Statement** in which they confirm their support for the project and its continuation, endorse the identified EATL routes and their priority development as well as the creation of a mechanism ensuring coordination and monitoring of the project related activities in future. (see annex). To continue the project’s momentum and sustainability an expert group will be established (see annex).

Concerning **strengthening of the TIR Convention**, following the audit by the UN Office of Internal Oversight of the UNECE-IRU (International Road Transport Union) agreement, the UNECE has expeditiously undertaken every effort to implement all its recommendations. To date, five of the seven recommendations have been addressed satisfactorily. The two remaining recommendations concerning the eTIR project are being addressed jointly. However, it should be stressed, they require further considerations by WP.30.

In October 2007, a new agreement concerning the functioning of the TIR system was signed by the UNECE Executive Secretary and the IRU Secretary General. The agreement now contains guidelines and terms of reference for external audit of IRU accounts used for invoicing and transferring the funds required to finance the operation of the TIRExB and TIR secretariat. The agreement is valid for 3 years. Recently, the ITC Bureau supported the decision by the TIRExB to study all relevant issues concerning the prices of TIR Carnets.

#### Intersectoral activities within ECE

In addition to well-established intersectoral co-operation between the ITC and other ECE Sectoral Committees such as the Committee on Trade, the Committee on Environmental Policy and the Committee on Sustainable Energy, co-operation with other committees has also been strengthened. Several new cross-sectoral initiatives will be embarked upon in 2008 while those already existing will be strengthened. Among others, initiatives with the Environment, Housing and Land Management Division and the World Health Organization-Europe in the framework of the Pan-European Programme on Transport, Health and Environment (THE PEP); with the ECE Trade and Timber Division to leverage the co-operative results achieved so far in trade and transport facilitation; with the Sustainable Energy Division to improve energy efficiency in transport and to be more responsive to global warming concerns; and with the Statistics Division to further improve the collection and delivery of transport statistics.

It is expected that co-operation with the **Committees on Environmental Policy and on Sustainable Energy** will also be strengthened through joint work to develop fuel quality standards. In this respect, as elaborated above, the Transport Division has organized a round table to discuss fuel quality and its influence in motor vehicle emissions. As a result, a number of new initiatives will be launched.

The Committee on Inland Transport and the **Conference of European Statisticians** have co-operated by jointly reviewing transport statistics in order to increase the value for users and to ensure the delivery user-oriented transport statistics. The review has begun to assess the user needs, the quality and coverage, the availability of metadata (documentation) and the extent to which transport statistics comply with the Principles Governing International Statistical Activities. The review has also begun to assess whether the tools applied by the UNECE Statistical Division for data work (SQL database and PC-AXIS dissemination platform) are appropriate and should be applied for the regular data work in the Transport Division. Moreover, the Transport Division participates in the meetings of the Database Co-ordination Group together with the Statistics Division. The group meets regularly to co-ordinate database development and dissemination issues and to facilitate the implementation of common quality and presentation standards.

#### Systematic review of technical co-operation activities

Recent technical co-operation activities have been undertaken largely through the United Nations Development Account which funded a project to develop inter-regional transport links. Overall, there were six expert group meetings organized, four of which were under the UNECE-UNESCAP Euro-Asian transport links project. The Transport Division organized **three capacity-building national workshops dealing with international transport facilitation** (with the governments of Belarus, Moldova and Ukraine). Also, the Transport Division co-organized (with ECA) a visit to Barcelona Port and adjacent Freight Village (logistics center) as well as a workshop about ports infrastructure and management.

Finally, technical co-operation was delivered at two interregional seminars hosted by the governments of Egypt and United Arab Emirates about economic assessment of international transport links and transport facilitation organized jointly by several UN regional economic commissions, including the UNECE.

Systemic reviews of technical co-operation activities are undertaken by the Committee on Inland Transport at its annual sessions, by external monitoring on behalf of donors of extra budgetary funds, by the secretariat in its United Nations mandatory assessment system and self-evaluations. In addition, the Regional Adviser on Transport reports on the technical assistance activities to the annual sessions of the ITC and Working Party on Transport Trends and Economics.

#### Ensuring attention to biennial performance evaluations

The United Nations uses a formal and systemic assessment tool – called “the results-based management and budgeting framework” - to ensure its work is carried out properly and that it meets the objectives of users and stakeholders. In this context, the Inland Transport Committee has been mandated to identify clusters of activity and to set related expected accomplishments for 2008-2009 together with the corresponding indicators of achievement. Consequently, the secretariat has drawn up expected accomplishments and indicators of achievement for each cluster of its activities for review and agreement by the ITC.

Apart from the above assessment, UN staff is also required to undertake self-evaluations in selected areas of work. The main objective is to ensure effectiveness and efficiency of the work undertaken. In 2006-2007, two self-evaluations were undertaken by the Transport Division in the areas of “Transport, Health and Environment Pan-European Programme” and “International TIR Database”.

## **6. Other issues of policy/political nature**

The ITC focuses on four broad functional areas: legal and regulatory framework for international inland transport; improved implementation and law enforcement; support for the development of pan-European and trans-continental transport infrastructure and enhanced trade and transport facilitation.

*Strengthening the legal and regulatory framework* includes creating new instruments and recommendations as well as updating and improving the 56 existing UNECE conventions and agreements. This framework covers all modes of inland transport, i.e., road, rail, inland waterways, inter-modal as well as some special areas of interest such as the vehicle construction, transport of dangerous goods and security. Every effort is made to promote new accessions and the framework is continuously worked upon. The improvement, however, can only be achieved through consensus and/or agreement at various UNECE intergovernmental meetings. The greatest challenge is to encourage governments to regularly participate and contribute. This will be particularly difficult in 2008 since the EU funds used to finance participation of some delegates have been terminated.

With respect to law enforcement and *more effective implementation*, this can only be achieved by enhanced monitoring. To this end, the incorporation of certain UNECE legal instruments (e.g., vehicle regulations, transport of dangerous goods) in the EU legal acts

by the European Commission will continue to play an important part. Moreover, the introduction of digital tachograph in the non-EU countries, while challenging, will also assist in improving the monitoring function.

To some extent, the secretariat, under the guidance of the ITC and the relevant subsidiary bodies, monitors the implementation of some legal instruments. For example, it has monitored the AGTC and the AGN Agreements through data collection and publishing the so-called “Yellow Books” and “Blue Books”. The secretariat has also developed a tool providing on-line access to information on pan-European rail and inter-modal transport links to monitor compliance with the AGC and AGTC standards. Generally, however, the ITC tries to promote the implementation of UNECE legal instruments through surveys and other monitoring activities. These often require additional financial resources.

In support of the *pan-European and Euro-Asian economic integration*, emphasis is being placed on co-operation for the development of transport infrastructure. The Euro-Asian transport links have been promoted in co-operation with the UNESCAP. Coordinated development of the Central, Eastern and South-Eastern road and rail infrastructures in being further promoted through the TEM and the TER Projects and in the framework of their Master Plan, which will be thoroughly revised and further extended in 2008-2009. Other transport infrastructure investments in Eastern and South-Eastern Europe as well as those that strengthen transport links between Europe and Africa, Europe and the Middle East, including across the Mediterranean, will be promoted in co-operation with ECA and ESCWA. While closer integration typically brings measurable economic benefits, it requires financial resources and political engagement. In this context, a major constraint in 2008 is the lack of sufficient funds (and uncertainty about them) to continue the development of transport links in the ECE region, particularly the Euro-Asian Transport Links.

*Trade and transport facilitation* is being mainstreamed, *inter alia*, through the wider use of the TIR transit guarantee system and emphasis on more effective implementation of the “Harmonization Convention”. The UNECE’s work to address the special needs of landlocked transition economies and their transit neighbours will be further strengthened in 2008. To this end, co-operation and partnerships will be intensified with the European Union, ITF, OSCE as well as with other intergovernmental and non-governmental organizations active in the field of transport. In terms of the latter, the public-private dialogue will be scaled up through closer co-operation with non-governmental organizations representing transport operators, relevant industries, transport users and consumers.

## ANNEX

### Short summary of Cooperation with other organizations

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

#### European Community

- Migration of EU vehicle regulatory framework to UNECE vehicle regulations;
- Implementation of the digital tachograph in non-EU Contracting Parties to the AETR
- Funding participation of some countries in ECE transport meetings
- Application of the ECE ADR Agreement in EU legislation

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

- Implementation of OSCE commitments on transport
- Capacity building seminars

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

- Cooperation on updating GHS

#### World Health Organisation (WHO)

- Global road safety activities

#### WHO-Europe

- THE PEP
- European road safety activities

#### EUROSTAT

- Joint work on transport statistics

#### Comité européen de normalization(CEN)

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

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

- Joint meeting on transport of dangerous goods by inland waterways

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

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

#### Black Sea Economic Cooperation (BSEC)

- Joint work on Euro-Asian Transport Link ports

#### World Bank

- Global road safety activities

#### International Civil Aviation Organization (ICAO)

- Implementation Recommendations on Transport of Dangerous Goods

International Maritime Organization (IMO)

- Implementation Recommendations on Transport of Dangerous Goods

International Labour Organization (ILO)

- Implementation of GHS and capacity building activities

International Atomic Energy Agency (IAEA)

- Transport of radioactive materials

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

- Expert Group Meeting on Euro-Asian Transport Links
- SPECA WG on Transport and Border Crossing
- UNDA interregional transport linkages
- Road safety activities

Economic and Social Commission for Western Asia (ESCWA)

- UNDA interregional transport linkages
- Road safety activities

Economic Commission for Africa (ECA)

- UNDA interregional transport linkages
- Road safety activities

Economic Commission for Latin America and the Caribbean (ECLAC)

- UNDA interregional transport linkages
- Road safety activities

UN Institute for Training and Research (UNITAR)

- Implementation of GHS and capacity building activities

International Road Transport Union (IRU)

- TIR
- Cooperation on development of TEM Master Plan

## **TERMS OF REFERENCE OF THE GROUP OF EXPERTS ON HINTERLAND CONNECTIONS OF SEAPORTS**

- To define the scope of activities of the Working Party on Transport Trends and Economics and its involvement in this area;
- To take stock of the situation in major UNECE ports regarding problematic areas in their connectivity with inland transport modes, dealing with capacity issues.
- To collect information on all relevant planning, management, organizational and other issues at national and international level important for hinterland connections of seaports with a view to share and draw on best practices;
- To prepare in a coordinated manner recommendations and/or proposals to the UNECE Governments for consideration by the ITC for improving hinterland connections of seaports in, inter alia, following areas: infrastructure (networks, terminals etc.); personnel, and information exchange;
- The above recommendations and/or amendments to existing legal instruments should be aimed at improving the efficiency in seaports operations and their connectivity with inland transport modes by taking into account of the need for maintaining fluidity and facilitation of international transport at an economically adequate level for transport users;
- It is proposed that the Group of Experts should be composed of experts having knowledge, in particular, about hinterland connections of seaports and their connections with maritime transport, appointed by the member States of the UNECE as well as representatives of relevant international governmental and non-governmental organizations;
- The Group of Experts is expected to start its work in February 2008, pending the approval by the UNECE Executive Committee and terminate before January 2009 with the submission of a full report of its accomplishments, including the above recommendations. The recommendations will first be considered by the Bureau of the Inland Transport Committee, then by the Committee for subsequent consideration, where relevant, by the relevant subsidiary bodies of the ITC;
- If Governments decide to hold the International Conference agreed by the Working Party on Transport Trends and Economics at its 20<sup>th</sup> session the Group will also act as a steering committee for its preparation;
- The Group of Experts will be assisted in its work by the UNECE secretariat and will report to the Working Party on Transport Trends and Economics.

## **TERMS OF REFERENCE OF THE GROUP OF EXPERTS ON EURO-ASIAN TRANSPORT LINKS (GE-EATL)**

1. A Group of Experts will ensure monitoring and coordination of the activities aimed at developing efficient, safe and secure Euro-Asian inland transport links;
2. Based on existing resources of the secretariat, along with the additional financial support provided by participating countries, and by other international organizations and bodies concerned, and in close collaboration with the UNESCAP secretariat, the Group would ensure the continuation of efforts and promotion of cooperation along the lines, objectives and tasks reflected in the joint UNECE-UNESCAP proposal for a new Phase II of the Euro-Asian Transport Links Project and the recommendations contained in the UNECE-UNESCAP relevant study;
3. The Group will support the continuation and further strengthening of the UNECE-UNESCAP joint work on the establishment and maintenance of the information base containing information on initiatives, activities and projects related to the development of Euro-Asian transport links, as well as completing and updating the EATL database on priority infrastructure investments;
4. The Group will support the implementation of identified priority projects and promote the inclusion of all identified EATL routes in the respective international network agreements;
5. Together with national authorities and in consultation with the private sector, the Group will address obstacles to the smooth movement of goods across international borders, and continue further strengthening capacity of national officials from various agencies dealing with border-crossing formalities and procedures;
6. The Group will promote the accession to and effective implementation of UNECE, UNESCAP and other relevant international legal instruments relating to transport facilitation; support the establishment/strengthening of appropriate national trade and transport facilitation mechanisms; share experience and best practices amongst concerned countries, and assess and monitor regularly the progress achieved at the major border-crossing points along the Euro-Asian transport routes;
7. It is proposed that the Group of Experts on EATL should be composed of national focal points/experts nominated by the Member States of the UNECE and UNESCAP involved in the UNDA funded UNECE-UNESCAP Project on developing Euro-Asian transport links, jointly elaborated by UNECE and UNESCAP in the course of 2003-2007, as well as experts from other UNECE-UNESCAP member countries interested in being associated with it, and of concerned international governmental and non-governmental organizations, having experience in various aspects relevant to its work;
8. The Group is expected to start its work in February 2008, pending approval by the UNECE Executive Committee and terminate by the end of 2009 with the submission of a report of its accomplishments. The results of the Group will be reported to the UNECE Working Party on Transport Trends and Economics and to the Inland Transport Committee;
9. The Group of Experts would work in conjunction with the implementation of Phase II of the EATL Project;

10. The Group of Experts would be assisted in its work by the UNECE secretariat. The UNESCAP secretariat would be invited to join efforts and assist in the work.

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## DRAFT OF A JOINT STATEMENT ON FUTURE DEVELOPMENT OF EURO-ASIAN TRANSPORT LINKS

### ПРОЕКТ ЗАЯВЛЕНИЯ О БУДУЩЕМ РАЗВИТИИ ЕВРОАЗИАТСКИХ ТРАНСПОРТНЫХ СВЯЗЕЙ

Done and signed in Geneva, on 19 February 2008  
In English and Russian language of which both versions are authentic

Совершено и подписано в Женеве 19 февраля 2008 года  
на английском и русском языках, обе версии являются аутентичными

We, the Ministers of Transport or their representatives from Afghanistan, Republic of Armenia, Republic of Azerbaijan, Republic of Belarus, Bulgaria, People's Republic of China, Georgia, Republic of Greece, Islamic Republic of Iran, Republic of Kazakhstan, Republic of Kyrgyzstan, Republic of Moldova, Romania, Russian Federation, Republic of Tajikistan, Republic of Turkey, Turkmenistan, Ukraine, and Republic of Uzbekistan, meeting in Geneva on 19 February 2008,

**Considering** that centres of manufacturing industry are shifting to Asia and that trade between Europe and Asia is increasing rapidly, as a consequence of globalization and trade liberalization, enhancing the importance of inland transport, and that so far this trade has mostly used maritime transport,

**Aware** that the development of efficient, safer and more secure Euro-Asian inland transport routes could provide additional transport options to existing and future trade flows between Europe and Asia, and facilitates participation of national economies in the global economy,

**Recognizing** the importance of Euro-Asian inland transport routes in facilitating access to markets, economic opportunities and social services to a number of countries spanning these routes, including landlocked and transit developing countries, in a manner that could significantly contribute to economic development and reduction of poverty in these countries region, and **taking note** of the importance of effective implementation of the Almaty Programme of Action on transit

Мы, Министры транспорта или их представители из Афганистана, Республики Армении, Азербайджанской Республики, Республики Беларуси, Болгарии, Китайской Народной Республики Китая, Грузии, Греческой Республики, Исламской Республики Иран, Республики Казахстана, Республики Киргизстана, Республики Молдовы, Румынии, Российской Федерации, Республики Таджикистана, Туркменистана, Турции, Украины и Республики Узбекистана, участвуя в совещании, проходящем в Женеве 19 февраля 2008 года,

**Принимая во внимание**, что центры обрабатывающей промышленности перемещаются в Азию и что торговля между Европой и Азией растет быстрыми темпами, вследствие глобализации и либерализации торговли, повышая значимость внутреннего транспорта, а также то, что эта торговля до настоящего времени обеспечивается главным образом морским транспортом,

**Сознавая**, что развитие эффективных, более безопасных и более надежных евроазиатских наземных транспортных маршрутов может обеспечить дополнительные транспортные альтернативные возможности для существующих и будущих торговых потоков между Европой и Азией и облегчает участие национальных экономик в мировой экономике,

**Признавая** значение евроазиатских наземных транспортных маршрутов для облегчения доступа к рынкам, экономическим возможностям и социальным услугам для ряда стран, расположенных вдоль этих маршрутов, включая развивающиеся страны, не имеющие выхода к морю, и развивающиеся страны транзита, таким образом, что это могло бы значительно способствовать экономическому развитию и снижению бедности в этих странах, и **отмечая важность** эффективного осуществления Алма-Атинской программы действий по сотрудничеству в области

transport cooperation,

**Concerned** about the lack of good quality transport infrastructure as well as of adequate and cost effective inland transport services between Europe and Asia, and **mindful** of the need to increase the volume of public and private investments in the development of transport infrastructure, to enhance efficiency in transport systems, and make progress in reform of the transport sector,

**Committed** to the removal of both physical and non-physical barriers along the Euro-Asian inland transport routes, at key transport nodes and transshipment points including maritime ports,

**Considering** that the main Euro-Asian rail and road transport routes, together with a number of priority transport infrastructure projects along these routes, have been identified by the experts of participating Member States in four Expert Group Meetings under the joint UNECE-UNESCAP Euro-Asian transport links project, as reflected in the respective reports and the UNECE-UNESCAP in-house study,

**Convinced** that the uninterrupted continuation of the UNECE-UNESCAP Euro-Asian transport links project would ensure the development of transport routes and priority projects as well as other concrete results achieved so far, including the favourable climate created around the project and momentum established among participating Member States,

**Recognizing** the opportunity to implement the related projects, objectives, and policy recommendations in the transport sector of our countries,

*We resolve to endorse the respective priority Euro-Asian inland transport routes identified by the project and work toward their implementation through actions such as:*

(a) Developing or enhancing all activities at national level to promote financing opportunities to ensure sustainable and long-

транзитных перевозок,

**Испытывая беспокойство** по поводу отсутствия качественной транспортной инфраструктуры, а также адекватного и экономически выгодного предложения услуг по перевозке грузов Европой и Азией, и **сознавая** необходимость увеличения объемов государственных и частных инвестиций в развитие транспортной инфраструктуры для повышения эффективности транспортных систем и достижения прогресса в реформировании транспортного сектора

**Стремясь** устранить препятствия физического и нефизического характера вдоль евроазиатских транспортных коридоров на ключевых транспортных узлах и переправочных пунктах, включая морские порты,

**Учитывая,** что основные евроазиатские железнодорожные и автомобильные транспортные маршруты вместе с рядом приоритетных транспортных инфраструктурных проектов вдоль этих маршрутов были определены экспертами участвующих государств-членов на четырех совещаниях Группы экспертов в рамках совместного Проекта ЕЭК ООН -ЭСКАТО ООН по развитию евроазиатских транспортных связей, что отражено в соответствующих докладах и во внутреннем исследовании ЕЭК ООН-ЭСКАТО ООН,

**Исходя из убеждения в том,** что непрерывное продолжение Проекта ЕЭК ООН – ЭСКАТО ООН по евроазиатским транспортным связям обеспечит развитие транспортных маршрутов и приоритетных проектов, а также использование других достигнутых на настоящий момент конкретных результатов, включая возникшую вокруг этого Проекта благоприятную атмосферу и движущую силу, созданную участвующими в нем государствами-членами,

**Признавая** имеющиеся возможности для реализации соответствующих проектов, целей и рекомендаций в транспортной политике наших стран,

*Постановляем одобрить соответствующие приоритетные евроазиатские наземные транспортные маршруты, определенные в рамках этого проекта, и работу по их реализации посредством таких мер, как:*

term financing for the implementation of priority projects while integrating them into national medium-term investment programmes;

(b) Sharing experiences with other participating Member States and, where appropriate, other involved international organizations and international financial institutions;

(c) Removal of non-physical barriers along the Euro-Asian transport routes crossing our countries;

(d) Fostering and sustaining collaboration with other participating Member States, international organizations and International Financial Institutions as well as other stakeholders from the public and private sector to facilitate implementation of the UNECE-UNESCAP Euro-Asian transport links project, and ensure full utilization of experiences gained so far in carrying out the project;

(e) Supporting the continuation of the project in a new Phase II (2008-2011);

(f) Supporting the establishment of an adequate mechanism to ensure continued monitoring of the follow-up of the project, without any financial obligation for the signatories; and

(g) Encouraging other relevant governmental and non-governmental international organizations, associations and other institutions in our countries to implement relevant activities on developing Euro-Asian transport links within their competencies and responsibilities.

*We invite other UNECE-UNESCAP member countries willing to be associated with it to join the Project in a new Phase II (2008-2011).*

*We ask the donor community to consider supporting the new Phase II of the Project as well as the implementation of priority projects identified by it.*

a) Расширение или активизация всех мероприятий на национальном уровне по стимулированию финансовых возможностей для обеспечения устойчивого и долгосрочного финансирования в целях реализации приоритетных проектов, с одновременным включением этих проектов в среднесрочную программу инвестиций.

b) Обмен опытом с другими участвующими государствами-членами и в соответствующих случаях с другими заинтересованными международными организациями и международными финансовыми учреждениями;

c) Устранение препятствий нефизического характера вдоль евроазиатских транспортных коридоров, проходящих через наши страны

d) Поощрение и поддержка сотрудничества с другими участвующими государствами-членами, международными организациями и международными финансовыми учреждениями, а также другими участниками из государственного и частного секторов для облегчения реализации Проекта ЕЭК ООН – ЭСКАТО ООН по евроазиатским транспортным связям и обеспечения полного использования опыта, накопленного на настоящий момент в ходе осуществления этого Проекта;

e) Содействие продолжению Проекта на новом этапе II (2008-2011 годы); и

f) Поддержка создания соответствующего механизма для обеспечения непрерывного мониторинга последующей реализации Проекта без каких-либо финансовых обязательств для подписавшихся сторон, и

(g) Содействие проведению другими соответствующими правительственными и неправительственными международными организациями, ассоциациями и иными учреждениями мероприятий по развитию евроазиатских транспортных путей, относящихся к их сфере компетенции и ответственности, в наших странах

*Мы приглашаем другие страны-члены ЕЭК ООН и ЭСКАТО ООН, желающие иметь отношение к Проекту, присоединиться к его фазе II (2008-2011)*

*Мы просим сообщество доноров рассмотреть возможность поддержки новой фазы II Проекта, а также исполнения приоритетных проектов, которые в нем определены.*

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Minister of Transport of Afghanistan  
Министр транспорта Афганистана

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Minister of Transport of Armenia  
Министр транспорта Армении

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Minister of Transport of Azerbaijan  
Министр транспорта Азербайджана

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Minister of Transport of Belarus  
Министр транспорта Беларуси

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Minister of Transport of Bulgaria  
Министр транспорта Болгарии

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Minister of Transport of China  
Министр транспорта Китая

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Minister of Transport of Georgia  
Министр транспорта Грузии

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Minister of Transport of Greece  
Министр транспорта Греции

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Minister of Transport of Iran  
Министр транспорта Ирана

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Minister of Transport of Kazakhstan  
Министр транспорта Казахстана

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Minister of Transport of Kyrgyzstan  
Министр транспорта Киргизстана

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Minister of Transport of Moldova  
Министр транспорта Молдовы

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Minister of Transport of Mongolia,  
Министр транспорта Монголии

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Minister of Transport of Romania  
Министр транспорта Румынии

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Minister of Transport of Russian Federation  
Министр транспорта Российской Федерации

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Minister of Transport of Tajikistan  
Министр транспорта Таджикистана

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Minister of Transport of Turkey  
Министр транспорта Турции

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Minister of Transport of Turkmenistan  
Министр транспорта Туркменистана

Minister of Transport of Ukraine  
Министр транспорта Украины

Minister of Transport of Uzbekistan  
Министр транспорта Узбекистана

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