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### Economic Commission for Europe

#### Inland Transport Committee

##### Seventy-fourth session

Geneva, 28 February–1 March 2012

Item 10 (b) of the provisional agenda

**Issues of an informative character and for formal approval**

**by the Committee: Approval of the biennial evaluation**

**of the Committee's work 2010–2011**

#### **Biennial evaluation of Transport subprogramme**

#### **Programme performance assessment for 2010–2011**

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

This document provides an overview of the performance assessment of the transport subprogramme and is drawn up in line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations and the plan for the biennial performance assessment which the Inland Transport Committee (ITC) adopted at its seventy-second session in 2010.

The Committee may wish to consider and adopt this assessment.

## **I. Cluster 1.1 Overall coordination**

### **A. Expected accomplishment**

1. Successful holding of the annual meetings of the ITC and its Bureau as well as of those of the ITC Chair and Vice-Chairs with the Executive Committee (EXCOM).

### **B. Indicators of achievement**

#### **1. Number of member States participating in the ITC meetings**

*Performance measures:*

Baseline 2009: 32 + 14 IGO/NGO, 90 participants

Target 2010–2011: 40 + 18 IGO/NGO, average 100 participants

**Actual performance: 2010–2011: 35 + 18 IGO/NGO, average 130 participants**

### **C. Performance assessment**

2. The ITC held two sessions, as well as four sessions of its Bureau.
3. More than 140 delegates from 33 countries and 20 intergovernmental and nongovernmental organizations attended the seventy-second session. The session had a high level policy segment on “Sustainable Transport Development: The case of Inland Water transport”. Participants worked to identify policy recommendations to better exploit the potential of the E-network of rivers, canals and inland ports for international transport. The Committee and its Bureau considered the session successfully organized and had achieved expected results. It contributed to the promotion of international cooperation, development and facilitation of international transport and trade and, at the same time, reinforced the relevance, importance and visibility of the Committee as the consultative forum of member countries, international organisations and the secretariat.
4. The seventy-third session, in which about 110 participants from 28 countries and more than 20 related international organisations attended, took important decisions on future work in the areas of global warming and transport, fuel quality standards and methodologies for measuring vehicle emissions, transport of dangerous goods, implementation of the digital tachograph, inland transport security, supply chain challenges in transport, and computerisation of the TIR system, gender and transport etc. In addition, a half-day policy segment was organised under the title “Transport of dangerous goods: Global and regional dimensions”. The Committee endorsed the outcome of this segment in the form of the Chair’s conclusions.
5. The Chairs of the Committee’s subsidiary bodies and Administrative Committees of UNECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-third session of the Committee attended the first meeting of the Chairs of the Committee’s subsidiary bodies. The meeting allowed them to discuss strengthening cooperation, share experiences and address common challenges, including globalization of UNECE agreements. The Committee welcomed the organization of this first meeting and recommended that such meetings should become a regular feature of its sessions.

6. Although the targeted number of member states attending the annual sessions was not reached, mainly due to budget constraints, the average number of participants exceeded target.

#### **D. Lessons learned/areas needing improvement**

7. The ITC sessions organized in policy-oriented, technical and reporting segments, made ITC sessions more efficient and appealing to a higher level and a larger number of participants from ECE members States and international organizations. The policy segment has become a regular feature of the Committee's sessions and linked to specific themes, proved to be highly relevant and timely for a larger constituency. It is expected to attract even higher numbers of senior participants. To further increase the visibility and impact of the Committee, future sessions need to attract the highest possible level of participation from member States.

## **II. Cluster 1.2 Harmonization of vehicle regulations**

### **A. Expected accomplishment**

8. Improved and updated set of Vehicle Regulations and Rules, including global technical regulations.

### **B. Indicators of achievement**

#### **1. Number of amendments to existing Vehicle Regulations and Rules**

*Performance measures:*

Target: 130 amendments

**Actual performance: 2010–2011: 228 amendments**

#### **2. Number of new Vehicle Regulations adopted**

*Performance measures:*

Target: 1 regulation

**Actual performance 2010–2011: 0 vehicle regulations**

#### **3. Number of global technical regulations adopted**

*Performance measures:*

Target: 2 regulations

**Actual performance 2010–2011: 3 global technical regulations**

### **C. Accomplishment account**

9. The World Forum for Harmonization of Vehicle Regulations (WP.29) continued to update the set of vehicle regulations in the 1958 and 1998 Agreements. 215 amendments to

existing vehicle regulations were updated to the latest technological developments, increasing vehicles safety and environmental performance (e.g. new provisions for the introduction of Euro 5 emissions level, for market fuel quality standards, particulate number measurement method, audibility of quiet road vehicles (electric and hybrid), rolling resistance of tyres, safety of electric vehicles regarding protection against electric discharge, protection in the case of frontal, lateral and steering wheel impacts, electric recharge and electromagnetic compatibility), restraint systems for side facing seats, for coaches and passenger cars, including their anchorage systems, Intelligent adaptive lighting systems, etc. Three new global technical regulations (UN GTRs) were adopted in the framework of the 1998 Agreement. The expected Regulation to be annexed to the 1958 Agreement was not adopted because the European Union (EU) had not completed the internal procedure to hold a vote. The new UN GTRs cover, off-cycle emissions, test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine and identification of controls, telltales and indicators in motorcycles. A new United Nations Rule annexed to the 1997 Agreement (periodical technical inspections of vehicles in use) on roadworthiness was adopted and is in legal process for its entry into force.

#### **D. Lessons learned/areas needing improvement**

10. The performances were again greater than the expectations, due to the high and fast development of new vehicle technologies and due to the need to urgently incorporate these technologies into the regulations. This situation, confirmed during the last two biennia, currently continues. The increasing number of amendments and new regulations to be prepared by the secretariat has resulted in certain delays on the preparation of the legal versions of the consolidated text of the regulations, as well as in lack of adequate time to appropriately prepare the sessions of the Working Parties. Secretariat support was assigned to the section for the consolidation of the regulations text and by the end of 2011 the delay will be recovered. In order to avoid new delays, the secretariat will prepare only the document in English, the French and Russian texts will be prepared by the Conference Management Division. Since June 2011, the Office of Legal Affairs requests the three authentic languages of the documents adopted as a condition to issue Depositary Notifications for entry into force of vehicle regulations their amendments. The preparation of the English version only and the need for three authentic linguistic versions will result in considerable delays in the entry into force of vehicle regulations and their amendments. A solution needs to be found urgently. The adoption of UN Rule No. 2 annexed to the 1997 Agreement on Periodical Technical Inspections completed the Agreement. This needs to be followed with more technical assistance to countries that do not have a Periodical Technical Inspection System and would like to develop such a system.

### **III. Cluster 1.3 Transport of Dangerous Goods (UNECE)**

#### **A. Expected accomplishment**

11. Adoption of amendments to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

## **B. Indicators of achievement**

- 1. Amendments to ADR, RID and ADN adopted in 2009 and 2010 and entered into force by 1 January 2011 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2011, reflecting, inter alia, the 2009 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (16<sup>th</sup> revised edition)**

*Performance measures:*

Target 2010–2011: 1 set of amendments to each legal instrument

**Actual performance: 1 set of amendments to ADR, RID and ADN**

- 2. Publication of the consolidated 2011 revised editions of ADR and ADN before the end of 2010**

*Performance measures:*

Target: 1 ADR, 1 ADN

**Actual performance: 1 ADR, 1 ADN**

## **C. Accomplishment account**

12. Confronted with the need to facilitate international movement of goods, and improve safety and security of transport, Contracting Parties continued to update ADR, RID and ADN taking into account new technical developments, new requirements and needs in transport. To ensure harmonisation between modes, the Contracting Parties adopted amendments to transpose the 2009 United Nations Model Regulations (16th revised edition) without reopening technical discussions (provisions concerning, inter alia, toxic by inhalation substances, metal hydride storage systems, fuel cell engines, dangerous goods packed in limited quantities, environmentally hazardous substances, fumigates cargo transport units and the use of electronic data interchange transmission techniques). They concentrated their work on mode specific issues.

13. For road transport, the Working Party on the Transport of Dangerous Goods adopted revised requirements for the construction and testing of pressure receptacles, tanks, battery-vehicles and multiple element gas containers, including conformity assessment and periodic inspection, as well as revised provisions for the training of drivers, the safety obligations of unloaders and instructions in writing to be carried on board the vehicle. Amendments to ADR and RID entered into force on 1 January 2011.

14. Corresponding amendments to ADN were developed by the ADN Safety Committee and adopted by the ADN Administrative Committee, together with additional amendments specific to inland navigation, and entered into force simultaneously on 1 January 2011 (ECE/ADN/9 and Corrs.1 and 2, Depositary Notification C.N.853.2010.TREATIES-11).

15. Directive 2008/68/EC requiring member States of the EU and of the EEA to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive 2010/61/EU of 2 September 2010 requesting the application of the amended provisions by 30 June 2011, at the latest.

16. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June 2010 for ADR (ECE/TRANS/215, Vols I and II) and November 2010 for ADN. The Russian versions of ADR and ADN were published in January 2011 and March 2011 respectively.

17. Iceland and Turkey became parties to ADR, bringing the participation to 47, while the Czech Republic, Poland, Serbia, Switzerland and Ukraine joined ADN, bringing the participation to 17, which shows a continuous interest of countries for joining these international treaties.

#### **D. Lessons learned/areas needing improvement**

18. The mechanism in place in the ECE region for regulating inland transport of dangerous goods continues to work well. The cooperation of UNECE with OTIF, CCNR and their commitment to transpose the provisions recommended by the United Nations into the three main legal instruments (RID/ADR/ADN) regulating international transport of dangerous goods by rail, road and inland waterways in the region resulted in full harmonization of these instruments between themselves and with other similar instruments regulating maritime and air transport. This harmonization is essential for the facilitation of international trade and multimodal transport. The commitment of the EU to apply the provisions of RID, ADR and ADN to domestic traffic contributes greatly to this global harmonization. This national application of RID, ADR and ADN implies also that EU countries attach an increasing importance to the consistency of the mode specific provisions of RID, ADR and ADN with the European standards developed by the European Committee for Standardization (CEN), many of which are now made of mandatory application through RID, ADR and ADN although many parties are not involved in their elaboration.

19. Attendance at meetings showed a high level of participation of EU countries, Norway, Switzerland, Russian Federation and NGOs, as usual, but also a much higher level of participation of countries such as Croatia, Kazakhstan, Serbia, Turkey and Ukraine. Nevertheless, several countries with economies in transition such as Albania, Azerbaijan, Belarus, Moldova, the Former Yugoslav Republic of Macedonia, Morocco and Tunisia remained unrepresented, likely due to financial constraints. Stronger participation from such countries would be to their benefit, not only because of a better involvement in the updating process, but also to share and discuss implementation problems with more experienced countries.

### **IV. Cluster 1.4 Transport of Dangerous Goods (ECOSOC)**

#### **A. Expected accomplishment**

20. Development and review of recommendations, drafted in the form of Model Regulations, on the transport of dangerous goods in light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the requirement to ensure the safety and security of people, property and the environment.

These recommendations shall represent a basic scheme of provisions to allow uniform development of national and international regulations governing the various modes of transport.

## **B. Indicators of achievement**

### **1. Number of international legal instruments amended to reflect the 2009 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (16th revised edition)**

*Performance measures:*

Target: 6 international legal instruments

**Actual performance 2010–2011: 6 (ADR 2011, ADN 2011, RID 2011, International Civil Aviation Organization (ICAO) Technical Instructions 2011–2012 Edition, International Maritime Dangerous Goods (IMDG) Code 2010 Edition, Commission Directive 2010/61/EU)**

### **2. Number of governments that adopted the requirements of the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations for regulating domestic inland transport**

*Performance measures:*

Target: 38 governments

**Actual performance 2010–2011: At least 35 (all 27 EU member countries as well as candidate countries Croatia, Turkey and the Former Yugoslav Republic of Macedonia; all 3 EEA countries, Switzerland, USA)**

Provisions of the 16<sup>th</sup> revised edition are being considered by Australia, Canada, New Zealand and Thailand,

On 26 October 2011, the Council of Arab Ministers of Transport called upon Member States of the Arab League to accede to ADR.

For previous editions:

15<sup>th</sup> revised edition: Australia, Canada, New Zealand

13<sup>th</sup> revised edition: The Andean Community (Bolivia Plurinational State of, Colombia, Ecuador and Peru) have developed draft regulations based on the 13<sup>th</sup> revised edition of the Model Regulations, which are still under consideration.

12<sup>th</sup> revised edition: adopted as a national standard in Malaysia; implemented through national legislation in Brazil and Thailand;

The Common Market of the South (MERCOSUR) countries (Argentina, Brazil, Paraguay and Uruguay) are applying an agreement on the inland transportation of dangerous goods (Acuerdo sobre Transporte de Mercancías Peligrosas en el MERCOSUR) based on the 7<sup>th</sup> revised edition of the Model Regulations, which is being updated on the basis of the 12<sup>th</sup> revised edition.

**3. Amendments to 16<sup>th</sup> revised edition of the Model Regulations and 5<sup>th</sup> revised edition of the Manual of Tests and Criteria adopted in 2010 and reflected in 17<sup>th</sup> revised edition of the Model Regulations and amendments to the 5<sup>th</sup> revised edition of the Manual of Tests and Criteria before end 2011**

*Performance measures:*

Target: 2 sets of amendments

**Actual performance 2010–2011: 2 sets of amendments (ST/SG/AC.10/38, Add.1 and 2)**

**C. Accomplishment account**

21. All major organizations involved in the development of transport of dangerous goods regulations considered the new or amended provisions contained in the sixteenth revised edition of the United Nations Model Regulations, published in 2009. They updated their respective legal instruments accordingly to ensure full consistency and harmonization, and the amendments became effectively applicable simultaneously on 1 January 2011, as follows:

- International Maritime Organization (IMO): International Maritime Dangerous Goods Code, Amdt.35–10;
- International Civil Aviation Organization (ICAO): Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2011–2012 edition;
- UNECE: European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2011); European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2011);
- OTIF: Regulations for the International Carriage of Dangerous Goods by Rail (RID 2011);
- EU: Directive 2008/68/EC as amended by Commission Directive 2010/61/EU (applying the provisions of ADR, RID and ADN to domestic traffic).

22. The provisions of the sixteenth revised edition are reflected in the national legislation applicable to inland transport of at least the 27 EU member States, as well as Iceland, Norway, Lichtenstein and Switzerland; Turkey, the United States of America (49 CFR); i.e. at least 33 countries. The legislation in Canada (Amendment No 6 of the TDG Regulations); Australia (Australian Dangerous Goods Code, 7th edition), New Zealand (Land Transport Rule: Dangerous Goods Amendment 2010) is still based on the 15<sup>th</sup> revised edition, but updating is under consideration. The secretariat lacks resources for monitoring the exact status of implementation in all countries of the world, but other countries such as China, Japan, and Brazil are most likely to have taken steps to update their national regulations.

23. In 2009 and 2010, the United Nations Sub-Committee of Experts continued to update its recommendations and adopted in December 2010 two sets of amendments to the Model Regulations and to the Manual of Tests and Criteria, incorporated in the 17<sup>th</sup> revised edition of the Model Regulations, and amendment 1 to the fifth revised edition of the Manual of Tests and Criteria, in 2011. These amendments will serve as the basis for the 2013 updating of international and national legal instruments. They concerned, inter alia, chemicals under pressure, electric double layer capacitors, mercury contained in manufactured articles, dangerous goods used as a coolant or conditioner, flexible bulk containers, salvage pressure receptacles, lithium batteries, dangerous goods packed in

limited quantities, dangerous goods packaged in minute quantities and packing instructions. A new two-year cycle of work started in 2011.

#### **D. Lessons learned/areas needing improvement**

24. All major international organizations concerned by regulations on international transport of dangerous goods (IMO, ICAO and UNECE) remain committed to giving effect to the UN Recommendations by transposing the recommended provisions into their respective legal instruments. This ensures not only a high regulatory level of safety for all modes of transport for international transport, but also harmony between all modal regulations. Many countries, and in particular EU countries, USA and Canada, apply these recommendations to domestic traffic and update them in accordance with the pace of updates to international instruments. The level of implementation in non-UNECE countries improves every year, mainly in countries participating in the work of the Sub-Committee (e.g. China, Japan, Australia, South Africa, and Brazil), even though developing countries tend to have difficulties to keep up with the 2 year updating process. Although they accept dangerous goods imported in their country in the transport conditions provided for in the latest edition of the United Nations Recommendations, they usually adapt their own national regulations less frequently, i.e. every 5 to 10 years. It is rather difficult for the secretariat to monitor the situation in countries outside the ECE region, due to lack of resources. Attendance at Sub-Committee meetings shows very strong participation (120 to 170 delegates at each session) of about 30 countries of all regions and many NGOs (mainly chemical industry, transport organizations and packaging/tank manufacturers). Interest for this activity is continuously growing, but this means more delegates, more document submissions, more requests for information or for support for capacity-building activities, and therefore a continuously increasing workload for the secretariat work unit responsible for this activity.

### **V. Cluster 1.5 Globally Harmonized System for the Classification and Labelling of Chemical (GHS)**

#### **A. Expected accomplishment**

25. Development and review of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), as necessary, to ensure its continued relevance and practical utility (including, when deemed appropriate, the development of additional guidance on its interpretation and use to support consistency of application) and monitoring the worldwide implementation of the GHS. The GHS should provide the basis for the harmonization of rules and regulations on chemicals at national, regional and worldwide level with the goal to enhance the protection of human health and the environment during the handling, transport, storage and use of chemicals.

#### **B. Indicators of achievement**

##### **1. Number of international legal instruments, codes, guidelines or standards that have been adopted or amended to reflect the provisions of the GHS**

*Performance measures:*

Target: 16 international legal instruments

**Actual performance 2010–2011: 16 (including 11 EU directives)**

- 2. Number of governments having reflected the provisions of the GHS or amendments thereto in their national regulatory systems applicable to the classification and labelling of chemicals in sectors other than transport**

*Performance measures:*

Target: 50 governments

**Actual performance 2010–2011: At least 43 (all 27 EU member countries; all 3 EEA countries; Brazil, China; Ecuador, Mexico, Japan; New Zealand; Mauritius, Republic of Korea; Serbia; Singapore; Switzerland; Uruguay and Viet Nam).**

Other countries, such as: Australia, Canada, Chile, Malaysia, the Philippines, the Russian Federation, Thailand or the United States, continue to work on the revision and amendment of their legal texts, standards and guidelines to achieve implementation of the GHS as soon as possible. In particular Australia and the United States had already released for public comment (in 2009 and 2010, respectively) drafts of their relevant regulations for implementation of the GHS at the workplace.

- 3. One set of amendments to the GHS adopted in 2010 demonstrating completion of activities is expected to be completed by the end of 2010 in the 2009–2010 programme of work (ST/SG/AC.10/C.4/32, annex II)**

*Performance measures:*

Target: 1 set of amendments

**Actual performance 2009–2010: 1 set of amendments (ST/SG/AC.10/38/Add.3)**

### **C. Accomplishment account**

26. Aware of the importance of ensuring that information on the hazards of chemicals be harmonized and available in order to enhance the protection of human health and the environment, and recognizing that harmonization will also promote greater consistency in the national requirements for chemical hazard classification and communication that companies engaged in international trade must meet, member States have undertaken significant efforts to amend their legal texts concerning chemical safety or to enact new legislation to implement the GHS.

27. In 2008–2009, 16 (including 11 EU directives) legal instruments, codes, guidelines or standards were adopted or amended to reflect the provisions of the GHS, exceeding the initial targeted number of nine international legal instruments.

28. The targeted number of governments having reflected (or in the process of doing so) the provisions of the GHS or amendments thereto in their national regulatory systems for the classification and labelling of chemicals in sectors other than transport continues to grow. The list of governments having taking appropriate steps to implement the GHS includes: all 27 EU Member States, all 3 EEA countries as well as Switzerland, Australia, New Zealand, Mauritius, Uruguay, Singapore, Japan, China, Russian Federation, the Republic of Korea, Mexico, Brazil and the United States of America.

29. The Sub-Committee of Experts on the GHS adopted a set of amendments to the third revised edition of the GHS at the end of its 2-year working cycle in December 2010. The adopted amendments were endorsed by the Committee of Experts on the Transport of

Dangerous Goods and on the GHS, and the Economic and Social Council, as reflected in its resolution 2011/25 of 27 July 2011.

#### **D. Lessons learned/areas needing improvement**

30. The GHS is an instrument addressing several sectors (transport, consumer safety, occupational health and safety and the environment), thus its effective implementation requires significant efforts from member States to amend all their relevant existing legal texts concerning chemical safety in each sector or to enact new legislation.

31. The GHS has already been widely implemented in the transport of dangerous goods sector through the Model Regulations and their related legal instruments (see Cluster 12), which have been amended accordingly for effective application in 2009, to reflect the provisions of the second revised edition of the GHS. However, the situation is more complex in other sectors for which implementation may take some time because it requires amendment or revision of a considerable number of different legal texts and guidelines for application (e.g. adoption of the GHS by the EU in 2008 required extensive amendments to 11 European directives addressing different regulatory areas, and the issuance of a new Regulation (CLP)).

32. Despite the secretariat's efforts to compile information about the status of implementation of the GHS (see [www.unece.org/trans/danger/publi/ghs/implementation\\_e.html](http://www.unece.org/trans/danger/publi/ghs/implementation_e.html)), it is not always possible to obtain such information from trustable sources for those countries and organizations which do not participate in the sessions of the Sub-Committee. Furthermore many national pieces of legislation are concerned, and implementation may progress at different speeds inside the same country depending on the sector concerned. Therefore, it may happen that the indicators of achievement shown for the evaluation period show a lower level of implementation of the GHS than the real situation since the data provided is based on the information received by the secretariat.

33. The cooperation of ILO, World Health Organization (WHO) and United Nations Institute for Training and Research (UNITAR), or other organizations such as the European Commission, Organisation for Economic Co-operation and Development (OECD) and Asia-Pacific Economic Cooperation (APEC), for capacity building activities is particularly useful to the implementation process.

34. The level of participation at GHS meetings is high (about 120 delegates at each session), and expressions of interest for participation increase with growing implementation at a worldwide level.

### **VI. Cluster 1.6 Rail transport**

#### **A. Expected accomplishment**

35. Better understanding of rail transport operations and policies in the region, including infrastructure, border crossing, interoperability issues, and the monitoring and updating of relevant legal instruments, as well as enhanced cooperation of UNECE countries in addressing them.

## **B. Indicators of achievement**

- 1. Number of countries, international governmental organizations (IGOs) and non-governmental organizations (NGOs) participating in the annual meeting of the Working Party on Rail Transport and level of satisfaction, as expressed in surveys**

*Performance measures:*

Baseline 2009: 27

Target 2010–2011: 30

**Actual performance 2010–2011: 26**

- 2. Number of amendments to the European Agreement on Main International Railway Lines (AGC) as well as updated and amended lines in its Annex I which the Working Party has put in effect**

*Performance measures:*

Baseline 2009: 0

Target 2010–2011: 2

**Actual performance 2010–2011: 1**

- 3. Number of thematic workshops/ seminars organized and number of participants**

*Performance measures:*

Baseline 2009: 2

Target: 2

**Actual performance 2010–2011: 2**

## **C. Performance assessment**

36. The Working Party on Rail Transport (SC.2) held two regular sessions which were attended by 26 countries, international governmental and non-governmental organizations. While this attendance fell short of the targeted number (30), the evaluation surveys, as reflected in the session reports, showed a good level of satisfaction with the organization and documentation provided. The Working Party continued assessing efficiency of rail transport operations and policies in the ECE region. In 2010, SC.2 initiated work towards unification of railway law and finalized a position paper outlining a strategy vision and work procedures to achieve this objective. ITC and EXCOM approved the establishment of an Expert Group to work on the first step of the position paper. This work is in progress. In 2011 a repositioning of UNECE's work on rail transport was undertaken that led to clearer objectives and work procedures and addressed new challenges that railways currently face.

37. While the target of two amendments to the AGC could not be achieved (only one amendment had been adopted), work on a second amendment package is well under way.

38. The North-South corridor initiative with the run of a demonstration train and the development of a web tool for the comparison of rail service with maritime ones along the Euro-Asian transport corridors are the first two projects aimed at enhancing the cooperation between SC.2 and the Euro-Asian Transport Links (EATL) project.

39. In line with the performance targets for the biennium, two thematic workshops on rail security and on the role of terminals and logistics centres for intermodal transport were held in conjunction with the sessions of the Working Party and the Working Party on Intermodal Transport and Logistics (WP.24).

#### **D. Lessons learned/areas needing improvement**

40. The Working Party made good progress in further refocusing its activities as the business environment for railway operations, especially in Western Europe dramatically changed. The expansion of areas of work (unified railway law, underground trains, specific requirements for freight and passengers transport, etc.), the capitalization of knowledge and of the results of work through new proposed publications, as well as launching of new projects in cooperation with other Working Parties and the intention to develop web tools, are some of activities illustrating this refocusing of work. At present, this work is in progress and the results will be seen in future. The operation of the new Group of Experts towards unified railway law is a major challenge both in terms of personnel capacity at the secretariat and of establishing the required manoeuvring space between EU legislation and policy on the one hand, and the activities and mandates of OTIF and the Organization for Cooperation of Railways (OSJD) on the other. Close cooperation with and support from major railway undertakings along Euro-Asian rail transport corridors will be crucial in order to make rapid progress in this field.

### **VII. Cluster 1.7 Transport of perishable foodstuffs**

#### **A. Expected accomplishment**

41. Enhanced and updated international requirements for the transport of perishable foodstuffs.

#### **B. Indicators of achievement**

##### **1. Number of new amendments to the ATP adopted by the WP.11**

*Performance measures:*

Baseline 2008–2009: 10 amendments

Target: 2010–2011: 10 amendments

**Actual performance 2010–2011: 10 amendments**

##### **2. Number of documents considered at sessions of WP.11 and number of documents of amendment proposals transmitted to the United Nations Treaty Section in New York**

*Performance measures:*

Baseline 2008–2009: 32 + 3

Target: 2010–2011: 32 + 3

**Actual performance 2010–2011: 56 + 8**

### C. Performance assessment

42. In 2010, WP.11 adopted seven amendments to the ATP (ECE/TRANS/WP.11/222, Annex I), and in 2011, WP.11 adopted three amendments (ECE/TRANS/WP.11/224, Annex I) so the target of ten amendments for the biennium was met. In 2010, WP.11 considered 13 formal documents and 5 revisions of documents submitted to earlier sessions of WP.11. It also considered seven Informal documents. Of this total of 25 documents, six were adopted in full or in part. In 2011, WP.11 considered 18 formal documents and 13 Informal documents. Of this total of 31 documents, two were adopted in full or in part. The target was therefore surpassed.

### D. Lessons learned/areas needing improvement

43. There is no shortage of proposals made to amend and improve the ATP, but there is often a difference of approach due to climatic differences in Europe between the countries of northern Europe and Mediterranean countries. These differences in temperature have an important impact on the operation of refrigerated transport equipment.

## VIII. Cluster 1.8 and Cluster 3.2 Transport trends and economics (including Euro-Asian transport links)

### A. Expected accomplishment

44. Better understanding by member States of the main transport trends and developments in the UNECE region and strengthened cooperation on the development of EATL.

### B. Indicators of achievement

#### 1. Number of countries participating in meetings and activities

*Performance measures:*

Baseline 2009: 40 countries

Target 2010–2011: 40

**Actual performance: 2010–2011: 48 countries**

#### 2. Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted

*Performance measures:*

Baseline 2009: 75 per cent positive evaluations

Target 2010–2011: 75 per cent positive evaluations

**Actual performance: 2010–2011: – (No indicator, survey not conducted)**

### 3. Progress made in the establishment of a mechanism for cooperation for development of Euro-Asian Transport Links (EATL)

*Performance measures:*

Target: EATL to have 4 meetings

**Actual performance: 2010–2011: 5 meetings held**

#### C. Performance assessment

45. The Working Party on Transport Trends and Economics (WP.5) continued analyzing relevant transport trends and developments in the ECE region through surveys, subsidiary Expert Groups on Climate change impacts and adaptation on international transport networks and on Euro-Asian transport links, as well as through new research projects. Member States have actively participated in meetings and other events organized by WP.5 and its subsidiary groups. Their appreciation of the overall work is reflected in increased participation numbers. The workshop jointly organized with the United Nations Conference on Trade and Development (UNCTAD) secretariat in 2010 on “Climate Change Impacts on International Transport Networks” has been highly appreciated by the main stakeholders, governments and EU.

46. Developments of the Trans-European Transport Networks, as well as transport situation, emerging trends and challenges in the Euro-Mediterranean region, Germany, Russian Federation and the road and rail transport in the ECE region were reviewed.

47. Coordinated planning and development of efficient, safe and secure inland Euro-Asian transport links has been ensured through evaluation and prioritization of infrastructure projects along main Euro-Asian transport routes. The Group acted as a forum to strengthen national capacities to facilitate international transport and transit and to share experiences and best practices of countries involved in the project. At the same time, the Group finalised the EATL Report for Phase II. Intergovernmental organisations such as OSCE participated actively in the work and sponsored certain events.

48. The Group identified 404 priority projects of 271 billion United States dollars value, of which 311 along EATL routes.

49. A GIS application is being finalised for the EATL region and each country involved in the project, which will be made available soon in the Internet for free access.

50. Analytical work on non-physical obstacles to transport along the Euro-Asian Transport routes showed long waiting times at border crossing points as among major problems. There are also long delays for veterinary, phyto-sanitary, passport, transit, visa and other controls.

51. The Strengths-Weaknesses-Opportunities-Threats (SWOT) study confirmed the need to enhance coordination and cooperation among all EATL countries aimed at developing priority transport infrastructure and facilitate transport and transit.

52. A comparison study of existing Euro-Asian maritime routes with selected rail routes showed that in five out of the nine scenarios considered, rail transport performs better than maritime for both the cost and time dimensions. In all nine scenarios, rail transport performs better than maritime concerning the travelling time.

## **D. Lessons learned/areas needing improvement**

53. The EATL initiative has shown that the development of Euro-Asian inland transport connections crucially depends upon cooperation among governments. This is particularly true in Central Asian landlocked countries. A weak or missing link in one country can render a whole EATL route economically unviable to international transport. It is, therefore, evident that developing Euro-Asian inland transport links, including multi-modal links, needs to be a long-term undertaking, requiring a great deal of effort and perseverance and enhanced coordination and cooperation among all EATL countries. As a result, stable, long-term financing is necessary to make these long-term efforts a success.

## **IX. Cluster 1.9 Intermodal transport**

### **A. Expected accomplishment**

54. Better understanding of sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices. This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) Amendment and its Protocol).

### **B. Indicators of achievement**

#### **2. Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24)**

*Performance measures:*

Baseline 2009: 39

Target: 2010–2011: 35

**Actual performance 2010–2011: 25**

#### **3. Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol**

*Performance measures:*

Baseline 2009: 2

Target 2010–2011: 2

**Actual performance 2010–2011: 1**

### **C. Performance assessment**

55. The Working Party on Intermodal Transport and Logistics (WP.24) held only two regular sessions due to a streamlining of its activities based on its new road map on future work and operation approved by ITC in 2010. In addition, travel budget restraints made participation from several member countries very difficult. This was likely the main reason

why the targeted number of countries attending the sessions was not achieved. In line with this new approach, several ad hoc informal Groups of Experts were established that work mainly via e-mail and prepare the substantive annual theme of WP.24 (2010: Efficient container transport services by inland waterways; 2011: Location and functioning of intermodal terminals), as well as specific topics for consideration and decision at the annual session (i.e. on land transport application of the Rotterdam Rules and on the revision of the IMO/ILO/UNECE Guidelines for packing cargo transport units). The Expert Groups preparing the annual theme of the Working Party worked effectively and contributed to a more focused debate. The inter-secretariat expert group on the revision of the IMO/ILO/UNECE guidelines held its first meeting in 2011 with a large participation from industry experts and approved an inception report, as well as a work plan. The Group of Experts on the Rotterdam Rules, in spite of considerable efforts of the secretariat, had not been able to come to a consensus evaluation. Work had to be suspended for the time being.

56. While the target of two amendments to the AGTC Agreement could not be achieved (only 1 amendment has been adopted so far), work on a second amendment package is well under way.

#### **D. Lessons learned/areas needing improvement**

57. The new concept of WP.24 adopted in 2010 has contributed considerably to better prepared and focused annual sessions. However, these measures have not yet shown to be effective in terms of increasing participation of Governments at its annual session, nor did it enhance substantive input from UNECE member Governments. The creation, preparation of substantial documents and the moderation of the newly created virtual expert groups have led to considerable additional work by the secretariat that cannot be sustained in the future at the same level. At present, it may seem to be premature to evaluate the reorganization of work and operation of WP.24 and to make conclusions about the value added by these measures.

58. The review of technical parameters of AGTC and its Protocol, for which the Working Party serves as Administrative Committee, continues to be difficult to undertake due to the lack of required expertise and the lack of Governmental input. The secretariat has prepared a first evaluation report on new technical benchmarks and expects to work with experts of member States and NGOs to bring these treaties in line with the required modern requirements in rail and intermodal transport. Likewise, further accessions to AGTC are increasingly difficult to achieve, as most UNECE member States operating combined road/rail/inland water transport are already Parties to AGTC.

### **X. Cluster 1.10 Customs questions affecting transport**

#### **A. Expected accomplishment**

59. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.

## **B. Indicators of achievement**

### **1. Number of countries and participants in the Working Party on Customs Questions affecting Transport (WP.30) and the Administrative Committee for the TIR Convention (AC.2) and expert group meetings**

*Performance measures:*

Baseline 2009: 50 countries and Contracting Parties, 1300 participants

Target 2010–2011: 58 countries and Contracting Parties, 900 participants

**Actual performance 2010–2011: 56 countries, 900 participants**

### **2. Number of new amendments adopted and/or discussed, and number of new Contracting Parties**

*Performance measures:*

Baseline 2009: 7 amendments

Target 2010–2011: 3 amendments adopted and/or discussed, 3 new contracting parties

**Actual performance 2010–2011: 4 amendments, 2 new contracting parties**

## **C. Performance assessment**

60. UNECE legal instruments in the area of border crossing facilitation assist Contracting Parties to strike a delicate balance between transport and trade facilitation, on the one hand, and security and revenue protection, on the other. Their relevance has been confirmed by the active participation of various countries, IGO's and NGO's in WP.30 and AC.2 meetings, also with the aim to negotiate new amendments. The Harmonization Convention has been complemented with a new annex 9 on rail border crossing which comes into force on 30 November 2011. New amendments to the TIR Convention concerning the responsibilities of the national guaranteeing associations enter into force on 1 January 2011. In particular, the associations will be under obligation to report on the national prices of TIR Carnets – this measure will contribute to raising financial transparency of the TIR system. Another extensive package of TIR amendment proposals has been adopted by the TIR Administrative Committee with a view to clearly defining responsibilities of the major players in the TIR system (Customs, operators and guarantors). This package has been circulated by the Secretary-General to the Parties for approval.

61. To further strengthen the TIR Convention, WP.30, Contracting Parties and the secretariat have undertaken a number of activities, including (i) a strategic review of the TIR system with a view to assess the relevance of TIR and better understanding of what the current market demand is; (ii) preparation of a new annex to the TIR Convention on the conditions and requirements for the authorization of an international organization to organize the functioning of the TIR guarantee system and further consideration of audit provisions aimed at ensuring good governance and transparency in the TIR system; (iii) good progress made in developing the technical aspects of the eTIR project (computerization of the TIR procedure) and conducting its cost/benefit analysis.

62. Efforts to ensure the full implementation of the Harmonization Convention and TIR Convention at the national level continued. To this end, a number of international and national seminars have been organized and several surveys of Contracting Parties have been conducted. The TIR Executive Board has developed several examples of best practice

in the application of various aspects of the TIR procedure at national level. Such examples are indispensable for capacity building and training activities. A new edition of the TIR Handbook was published in all UN languages. This publication includes not only the legal text of the TIR Convention, but also numerous comments, recommendations and examples of best practice to assist countries in the proper implementation of the TIR procedure.

#### **D. Lessons learned/areas needing improvement**

63. The growing interest in the Harmonization Convention and the entry into force of its Annexes 8 and 9 in particular, have prompted new requests, both from Contracting Parties as well as from other interested parties, for seminars, workshops and training material dedicated to the application of the provisions of the Convention and the improvement of border crossing management tools, including the application of border crossing performance indicators. Consequently, the objectives for the next biennium will be to continue monitoring and capacity-building activities regarding the Harmonization Convention as well as ensure the soon entry into force of a new Annex 9 on rail crossing facilitation.

64. A major challenge for the TIR Convention will be to finalize a new annex on the conditions and requirements for the authorization of an international organization, including audit requirements to improve good governance and financial transparency of the TIR system. For the eTIR project, the financial implications of eTIR will be addressed and its cost-benefit analysis will be conducted. The Working Party should also reach a consensus with regard the preparation of legal provisions aimed at the introduction of eTIR, namely which alternative should be pursued: either to amend the current Convention with provisions introducing the use of electronic data interchange (EDI) in parallel to or gradually replacing the paper TIR Carnet or to launch a completely new, so called, "eTIR" Convention which would be based on EDI technologies.

## **XI. Cluster 1.11 Inland waterway transport**

### **A. Expected accomplishment**

65. Improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region.

### **B. Indicators of achievement**

- 1. Harmonization of technical requirements for inland vessels in the UNECE region under the framework of Resolution No. 61, "Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels"**

*Performance measures:*

Baseline 2009: Adoption by the Working Party on Inland Water Transport (SC.3) of new Chapters 20 and 21.

Target 2010–2011: Adoption of amendments to Resolution No.61 (in particular, Chapter 1, 2 and 15 and appendices) in the light of the latest amendments to the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels (hereafter, Directive 2006/87/EC).

**Actual performance 2010–2011: SC.3 adopted amendments to Chapter 1, 2 and 15 and Appendix 7 of Resolution No. 61 achieving further harmonization with Directive 2006/87/EC. Further amendments to Chapter 1, Chapter 6 and Appendix 2 were adopted in October 2011.**

**2. Implementation of the fourth revision of the European Code for Inland Navigation (CEVNI)**

*Performance measures:*

Baseline 2009: Latest revision of CEVNI

Target: 2010–2011: Collecting information on national and regional provisions deviating from CEVNI, in accordance with the new Chapter 9 on "Regional and National Special Requirements"; monitoring the revision of the River Commissions' regulations in accordance with the new text of CEVNI.

**Actual performance 2010–2011: Information on national and regional provisions deviating from CEVNI, in accordance with the new Chapter 9 on "Regional and National Special Requirements" was collected from 12 member countries and four River Commissions; detailed information on revision of the River Commissions' regulations in accordance with the new text of CEVNI was prepared.**

**C. Performance assessment**

66. The Working Party on Inland Water Transport (SC.3) held two sessions and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) held four regular sessions.

67. The first report on the implementation of CEVNI and on the national and regional provisions deviating from CEVNI with information from Belarus, Bulgaria, the Czech Republic, Lithuania, Netherlands, Russian Federation, Slovakia, Serbia and Turkey as well as from the River commissions for Rhine and Moselle, was considered in 2010. The River Commissions for Danube and Sava integrated the provisions of CEVNI, Rev.4 into their respective regulations leading to almost full alignment with CEVNI. Second report on CEVNI implementation with information from Belgium, Germany and Ukraine and detailed information on implementation by River Commissions, was considered in October 2011.

68. The White Paper on Efficient and Sustainable Inland Water Transport in Europe, which contains strategic policy recommendations for the development of inland water transport at the pan-European level was finalized in 2010, endorsed by the ITC in March 2011, and complemented with a special supplement presenting the situation of inland water transport in the United States of America. The official publication was issued in July 2011.

69. Resolution No. 22 on Signs and signals on inland waterways (SIGNI) was revised in 2010– 011. The UNECE Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book"), which contains detailed information on the existing and envisaged standards and parameters of E waterways and ports in Europe was also revised in 2010 – 2011. The second revised edition of the Blue Book was adopted by the Working Party in October 2011. Draft special technical requirements for river-sea navigation vessels, as a new chapter in Resolution No. 61 are prepared for considered by the Working Party in October 2011, as well as updated Resolution No. 57 which contains guidelines for River Information Services.

70. The Working Party issued three official publications including the White Paper on Efficient and Sustainable Inland Water Transport in Europe; Signs and signals on inland waterways (SIGNI) – second revised edition; and Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels” – first revised edition.

#### **D. Lessons learned/areas needing improvement**

71. UNECE work in the area of inland navigation retains its solid value added for UNECE member States, providing the only forum for policy, legal and technical issues at the pan-European level, including all River Commissions in Europe. This is illustrated by the sustained good participation in the meetings, especially the technical meetings of SC.3/WP.3, continuing increase in the ratifications of the AGN (Austria and Ukraine in 2010) and very good response rate (80%) during revision of the Blue Book, and interest from non-UNECE member States in the work done by UNECE, as shown by participation of Indonesia in one of the SC.3/WP.3 session and the decision of South Africa to implement UNECE resolution No. 40 on international certificate for operators of pleasure craft.

72. In addition, SC.3 is the first intergovernmental body to address the technical prescriptions for river-sea vessels, which can play a significant role in increasing the use of inland water transport in several UNECE countries, such as the Russian Federation and Ukraine. Finally, UNECE offers a place for facilitated informal consultations between major regulatory actors in inland navigation, i.e. the European Commission and River Commissions.

73. However, there are still several areas where UNECE work could be strengthened (professional requirements in inland navigation, technical prescriptions for inland vessels and environmental aspects of inland navigation) or new activities could be established (database on inland vessels identification numbers). These improvements or new activities could only be implemented if extra-budgetary resources become available and if joint working groups with River Commissions and technical working groups in charge of relevant EU legislation can be established. The UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe offers detailed policy recommendations in this respect and could serve as the basis for further policy discussions in these fields.

## **XII. Cluster 1.12 Transport, Health and Environment Pan-European Programme (THE PEP)**

### **A. Expected accomplishment**

74. Exchange of experience, good practice and capacity building for the integration of transport, environment and health policies with special focus on Eastern European, Caucasus and Central Asia (EECCA) and South-Eastern Europe (SEE).

## **B. Indicators of achievement**

### **1. Number of countries and NGOs in meetings of THE PEP Steering Committee and relevant workshops undertaken in this framework**

*Performance measures:*

Baseline 2009: 89

Target: 2010–2011: 50

**Actual performance 2010–2011: 76**

### **2. Efficient preparation and organization of THE PEP workshops and seminars**

*Performance measures:*

Baseline 2009: 2

Target: 2010–2011: 3

**Actual performance 2010–2011: 3**

### **3. Demonstrated impact and effectiveness of THE PEP on national policy approaches towards integration of transport, environment and health as reflected in the number of uploaded documents onto THE PEP Clearing House**

*Performance measures:*

Baseline 2009: 92

Target: 2010–2011: 110

**Actual performance 2010–2011: 11**

## **C. Performance assessment**

75. In 2009, the Third High-level Meeting on Transport, Health and Environment adopted the Amsterdam Declaration that provides new priority goals, implementation mechanisms and a work plan from 2009–2014 for the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by UNECE and WHO/Europe. THE PEP Steering Committee overlooking implementation of THE PEP held two sessions in 2010 and 2011. In 2010, two capacity building workshops were organized in Skopje (Former Yugoslav Republic of Macedonia) and in Batumi (Georgia) and in 2011 another workshop in Kiev (Ukraine) with focus on the institutional integration of transport, health and the environment and on sustainable and healthy urban transport. A manual on the implementation of National Transport, Health and Environment Action Plans, terms of reference for a THE PEP Partnership program and a communication advocacy kit have also been developed. In addition, a series of THE PEP Symposia as well as background materials were organized focusing on the Amsterdam Goals 1: “Green and healthy jobs in transport” and on Goal 2: “Inclusive and innovative urban mobility”.

76. Due to lack of resources, THE PEP Clearing House manager could not be recruited. Thus, the Clearing House had to operate in an automatic mode and very few new documents could be uploaded.

## D. Lessons learned/areas needing improvement

77. Operation and management of the cross-sectoral and inter-institutional activities of THE PEP require considerable secretariat resources for coordination of work among many stakeholders, including cooperation among the three secretariats involved. The same holds true for the organization of capacity building activities requiring cooperation among (at least) the Ministries of Transport, Health and Environment of the (mainly) countries in Eastern and Central Europe as well as in the Caucasus. Sufficient extra-budgetary funds are not available to use THE PEP Clearing House to its full capabilities and to allow it to play a pivotal role in the operation and visibility of THE PEP. In fact, no resources could be made available for a Clearing House content manager and, following transfer to a new server system and urgent IT maintenance by UNECE, the Clearing House continued in an automatic mode which was apparently not adequate to encourage regular uploading of documents by its clients. Particular efforts are required to put the extra-budgetary assistance for THE PEP activities on more (country and organizations) shoulders to ensure sustained and efficient management and operation.

## XIII. Cluster 1.13 Transport statistics

### A. Expected accomplishment

78. Improved availability and scope of transport statistical data.

### B. Indicators of achievement

#### 1. Number of reliable statistical products available on the Internet

*Performance measures:*

Baseline 2009: Partial statistical database online

Target 2010–2011: Complete statistical database online

**Actual performance 2010–2011: Online statistical database extended to road traffic safety**

#### 2. Use of data as measured by website downloads

*Performance measures:*

Baseline 2009: 77,500 downloads

Target 2010–2011: 82000 downloads

**Actual performance 2010–2011: 84000 downloads**

### C. Performance assessment

79. The Working Party on Transport Statistics (WP.6) held two regular sessions. A Road Map on Transport Statistics was adopted in June 2010. An important self-evaluation "Streamlining data collection and dissemination of Transport Statistics" was carried out by the secretariat in 2010. The Internet version of the common questionnaire on transport

statistics of UNECE, EUROSTAT and ITF was streamlined in parallel with the online publication of the 4th revised Glossary on Transport Statistics in all official languages. An important cooperation with the Community Database on Accidents on the Roads in Europe (CARE) secretariat considerably reduced the burden on member States. The online transport statistics database was improved and enlarged with an enhancement of the timeliness of data, particularly relating to road traffic accident statistics. Other online data will need to be improved. New performance indicators derived from data in the UNECE database were disseminated (in particular for road safety). Country profiles as well as charts and trends showing the comparability between countries were published on the website. In addition, an annual data flyer on main transport indicators was launched in 2010 and 2011. Two recurrent publications were prepared and published online: Statistics for Road Traffic Accidents in Europe and North America (RAS) and UNECE Transport Statistics for Europe and North America (former ABTS). Detailed recommendations for countries undertaking the 2010 round of E-Road and E-rail traffic censuses were prepared and the secretariat started working on the results of the censuses. Several pilot questionnaires in cooperation with Eurostat and ITF were launched. Two capacity building workshops on data collection through the web were organized in Central Asia. Finally, the harmonization of transport statistics methodologies continued.

#### **D. Lessons learned/areas needing improvement**

80. The gap analysis carried out by the secretariat showed that more focus on cooperation with Eastern and Central European, Caucasus and Central Asian Countries is needed. The secretariat organized two workshops on the use of Internet data collection. However more efforts have to be dedicated to this, particularly in Central Asian countries. More capacity building activities are required in order to improve the response rate of these countries. In addition, substantive exchange of views on methodological work in transport statistics need to be further promoted by the Working Party to provide participating statistical experts with a value added and to establish the Working Party as the pan-European forum for transport statistics. In 2010, the Working Party discussed the methodologies of comparability of fatalities in road traffic accidents (WHO, CARE, IRTAD<sup>1</sup>/NL<sup>2</sup>) and in 2011 discussed road safety statistical performance indicators. This activity should be pursued. Cooperation with CARE secretariat is not yet optimal (delay in transmission of data, etc.) and could be improved through conclusion of a Memorandum of Understanding. More cooperation with other UNECE Working Parties is also needed towards harmonization of methodologies in transport statistics.

### **XIV. Cluster 2.1 Road transport**

#### **A. Expected accomplishment**

81. 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.

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<sup>1</sup> International Traffic Safety Data and Analysis Group

<sup>2</sup> The Netherlands

## **B. Indicators of achievement**

### **1. Number of problem areas identified and proposals to address them**

*Performance measures:*

Baseline 2009: 3 areas

Target 2010–2011: 3–4 areas

**Actual performance: 2010–2011: 4 areas and corresponding proposals**

### **2. Number of seminars and workshops**

*Performance measures:*

Baseline 2009: 2

Target 2010–2011: 3

**Actual performance: 2010–2011: 3**

### **3. Number of participants per seminar and workshop**

*Performance measures:*

Baseline 2009: 30

Target 2010–2011: 35

**Actual performance 2010–2011: 33**

## **C. Performance assessment**

82. The implementation of the digital tachograph continued to be one of the central issues addressed by SC.1. However, the focus has shifted to the broader problematic aspects of the agreement and an urgent need was identified to solve the AETR related problems, including that of its complicated relationship to the EU legal regime. To this end, a formal AETR Group of Experts was established, which will, over the course of the next biennium, strive to solve all AETR contested issues such as art. 22bis, amendments required to the Agreement, facilitation of the digital tachograph implementation, among others. The Ad Hoc special AETR meetings in particular provided a platform where all issues were discussed and a course of action decided – the agreement on Terms of Reference for the formal group and concrete future steps. The European Commission has also become more receptive to cooperative action and a concrete set of collaborative next steps towards solving the AETR situation has been agreed on.

## **D. Lessons learned/areas needing improvement**

83. The responses and actions taken to address the issues relating to the AETR Agreement and the implementation of the digital tachograph have already shown significant improvement. It is imperative at this stage that this pace and dynamism are maintained and accelerated in the next biennium. This would require significant efforts from the part of the secretariat and a strong political impetus on the part of interested States parties to the Agreement.

## **XV. Cluster 2.2 Road traffic safety**

### **A. Expected accomplishment**

84. Enhanced implementation of the Conventions on Road Traffic and Road Signs and Signals of 1968, and the European Agreements of 1971 supplementing them.

### **B. Indicators of achievement**

#### **1. Number of new Contracting Parties to the Conventions and European Agreements**

*Performance measures:*

Baseline 2009: 3

Target 2010–2011: 3

**Actual performance 2010–2011: 3**

#### **2. Number of road safety seminars, workshops, conferences and campaigns**

*Performance measures:*

Baseline 2009: 5

Target 2010–2011: 5

**Actual performance 2010–2011: 8**

#### **3. Average number of participants per seminar, workshop, conference and events**

*Performance measures:*

Baseline 2009: 76

Target 2010–2011: 100

**Actual performance 2010–2011: 104**

### **C. Performance assessment**

85. ECE and WP.1 have gained momentum with the launch of the United Nations Decade of Action for road safety (2011–2020). It is notable that the number of participants and countries attending WP.1 sessions has steadily increased, and that the number of activities increased twofold in 2010–11 compared to previous years. Several seminars were organized in the ECE region, offering a platform for countries that are struggling with road safety to develop regional and national road safety objectives and to enable exchange of good practices and achieve the Decade's targets. ECE is continuing its work on road safety management systems' activities through its Working Party and has initiated new activities while strengthening cooperation with other regional commissions. More specifically it is scaling up efforts to develop a strategy to substantively assist its member countries to increase management capacity and prepare road safety programs that address road safety issues taking into account national circumstances.

#### **D. Lessons learned/areas needing improvement**

86. Governments and key stakeholders play a central role in promoting road safety targets, increasing resources and conveying the message to the public about their active involvement. The primary responsibility for increasing road safety is vested in Governments however this requires not only will and commitment, but also joint efforts and significant funds.

87. In addition, increasing the number of Contracting Parties to said Conventions needs to be pursued. Even though these legal instruments with 70 or more Contracting Parties have exceeded the ECE region, there are still countries that could benefit from accession.

88. Finally, there is still no implementation monitoring mechanism that could effectively measure how successful these legal instruments are domestically.

### **XVI. Cluster 2.3 Transport of perishable foodstuffs**

#### **A. Expected accomplishment**

89. Enhanced and updated international requirements for the transport of perishable foodstuffs.

#### **B. Indicators of achievement**

##### **1. Total number of Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage**

*Performance measures:*

Baseline 2009: 45 Contracting Parties

Target: 2010–2011: 47 Contracting Parties

**Actual performance 2010–2011: 45 Contracting Parties**

#### **C. Performance assessment**

90. There have been no new accessions to ATP in the biennium. The target of 47 countries was therefore not met.

#### **D. Lessons learned/areas needing improvement**

91. There is potential for new Contracting Parties to ATP in the future. Switzerland signed ATP in 1971 but has so far not gone on to ratify the Agreement. Of the fifty-six UNECE Member States, Armenia, Canada, Cyprus, Iceland, Israel, Kyrgyzstan, Liechtenstein, Malta, San Marino, Tajikistan, Turkey and Turkmenistan are also not yet Parties. Technical assistance activities might be needed to encourage further accessions and more effective implementation of the Agreement.

## **XVII. Cluster 2.4 Customs questions affecting transport**

### **A. Expected accomplishment**

92. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.

### **B. Indicators of achievement**

#### **1. Number of surveys on the implementation of border crossing legal instruments.**

*Performance measures*

Baseline 2009: 2

Target 2010–2011: 2

**Actual performance 2010–2011: 2**

### **C. Performance assessment**

93. Regular monitoring is indispensable to ensure the proper application of legal instruments at the national level. To this end, the major UNECE conventions on border crossing facilitation, namely the Harmonization Convention and TIR Convention, have monitoring mechanisms included. In 2010–2011, two surveys of TIR Contracting Parties have been conducted: on the use of the Harmonized Commodity Description and Coding System (HS) code and on the use of subcontractors in the course of a TIR transport. The outcomes have been submitted to the TIR Executive Board (TIRExB) and AC.2 for consideration. One more questionnaire on Customs claims 2007–2010 is being conducted online.

### **D. Lessons learned/areas needing improvement**

94. UNECE is expected to monitor the progress in the application of the Harmonization Convention every two years. In the past, it was done by surveying competent authorities of the Contracting Parties. However, such information, although valuable, cannot give the full picture of the application of the Harmonization Convention on the ground. It should be complemented with data coming from private users ('clients') who are better aware of the real situation at border crossings in a particular country. Therefore, tools to collect data from the private sector should be established, including financial mechanisms.

## **XVIII. Cluster 3.1 Intermodal transport and logistics**

### **A. Expected accomplishment**

95. Better understanding of sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices This includes

infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) Amendment and its Protocol).

## **B. Indicators of achievement**

### **1. Number of new Contracting Parties to the AGTC Agreement and its Protocol.**

*Performance measures:*

Baseline 2009: 3

Target 2010–2011: 3

**Actual performance 2010–2011: 0**

## **C. Performance assessment**

96. Through several ad hoc informal groups of experts (see under cluster 1.9) the Working Party continued to contribute to better understanding of sustainable intermodal transport and logistics operations and policies in the region and to enhance cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices. The expert groups worked effectively and contributed to an interesting and focused debate.

## **D. Lessons learned/areas needing improvement**

97. Further review and revision of technical parameters of AGTC and its Protocol continues to face difficulties due to the lack of required expertise and the lack of Governmental proposals. Development of new technical benchmarks and bringing these legal instruments in line with the required modern requirements in rail and intermodal transport will require more initiative from member Governments and the relevant expertise. Further accessions to AGTC are not expected, as most UNECE member States operating combined road/rail/inland water transport are already Contracting Parties to it.

## **XIX. Cluster 3.3 (Cluster 3 Road transport and Cluster 6 Rail Transport)**

### **Trans-European Motorways (TEM) and Trans-European Railway (TER) projects**

#### **A. Expected accomplishment**

98. Better understanding of rail and road transport operations and policies in the region, including infrastructure, border crossing, interoperability issues, and monitoring and updating of relevant legal instruments, as well as enhanced cooperation of UNECE countries in addressing them.

**B. Indicators of achievement**

**1. Number of UNECE countries participating in TER and TEM projects**

*Performance measures:*

Baseline 2009: 17

Target 2010–2011: 19

**Actual performance 2010–2011: 25**

**C. Performance assessment**

99. Working Party on Rail Transport strengthened cooperation with the Trans European Railway (TER) project and the Working Party on Road Transport with the Trans-European Motorways (TEM) project. Both working parties were involved in process of the revision of the original TEM and TER Master Plan. Through active involvement of member countries that participated in the TER and TEM part of the project as well as other member countries, the Working Parties reinforced their role of the coordinators of rail and road initiatives generated by this project.

**D. Lessons learned/areas needing improvement**

100. Close cooperation with participating member countries and support from major international financial organizations as well as railway undertakings in TER member countries and relevant national authorities in TEM part of the project will be crucial in order to accomplish investment plans and prioritized projects identified by the TEM and TER Revised master Plan.

**XX. Cluster 4.1  
Customs questions affecting transport**

**A. Expected accomplishment**

101. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.

**B. Indicators of achievement**

**1. Increase in the number of TIR Carnets issued**

*Performance measures*

Baseline 2009: 6.2 million carnets issued

Target 2010–2011: 6.3 million carnets issued

**Actual performance 2010–2011: 5.9 million**

**C. Performance assessment**

102. The global economic crisis and recession have had a negative impact on the volumes of international trade and transport. This also reflected on the number of TIR Carnets issued, which in 2010 and 2011 was around 10 percent below than was originally planned. However, a good recovery in 2011 is being observed.

**D. Lessons learned/areas needing improvement**

103. The annual number of TIR Carnet issued is a very good global indicator of the relevance of the TIR Convention. On the other hand, the demand on TIR Carnets depends on numerous factors, including the level of economic activity and foreign trade, various geopolitical developments (e.g. creation of new Customs unions without internal borders where no Customs transit might be required), etc. This indicator should be used with care in the future.

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