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Report of the Working Party on Rail Transport on its sixty-seventh session

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I. Attendance

1. The Working Party on Rail Transport held its sixty-seventh session from 23 to 25 October 2013 in Geneva.
2. The session of the Working Party was attended by the following countries: Austria, Belgium, Czech Republic, France, Germany, Greece, Kazakhstan, Netherlands, Poland, Russian Federation, Slovakia, Slovenia, Sweden, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland. A representative of Australia and Republic of Korea attended under Article 11 of the Terms of Reference of UNECE. Representatives of the European Union (DG Move) were present.
3. The Organization for Cooperation between Railways (OSJD), RAILPOL and the UNECE TER Project Central Office were represented.
4. The following non-governmental organizations were represented: Community of European Railway and Infrastructure Companies (CER), European Rail Infrastructure Managers (EIM), International Federation of Freight Forwarders Associations (FIATA), International Union of Public Transport (UITP), and International Union of Railways (UIC).
5. Representatives of the following organizations and industry groups attended at the invitation of the secretariat: COLPOFER, Coordinating Council on Trans-Siberian Transportation, Institute for ubiquitous Meteorology (UBIMET), JSC “Plaske”, SNCB – Holding.
6. In accordance with the decision taken at its sixty-fifth session (ECE/TRANS/SC.2/216, para. 25), the session was chaired by Mr. K. Kulesza (Poland). Mr. H. Groot (Netherlands) served as Vice-Chair.

II. Adoption of the agenda (agenda item 1)¹

Documentation: ECE/TRANS/SC.2/219

7. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/SC.2/219).

III. Workshop on Rail Security (agenda item 2)²

Documentation: Informal document No. 1 (2013)

8. In 2010, the Inland Transport Committee (ECE/TRANS/208, para. 91) recommended that the UNECE Transport Division — in partnership with member States, international organizations, private sector, and academia — continue its work aimed at enhancing inland transport security, in particular, by organizing events to exchange information and share best practices. Based on this mandate a workshop on rail security was organized during the session of the Working Party. Representatives from Governments,

¹ All informal documents and presentations made at the session are available on the following website:
www.unece.org/trans/main/sc2/sc2-presentations/presentations_67.html,
www.unece.org/trans/main/sc2/sc2inf_67.html

² All presentations made at the workshop are available on the following website:
www.unece.org/trans/main/sc2/sc2_events/2013_rail_security.html

rail and international organizations had the opportunity to inform the Working Party about their initiatives, activities and projects in the field of rail security as well as to discuss the challenges and threats that the sector faces today.

9. The Working Party took note of presentations made by Mr. Jacques Colliard (UIC), Mr. John Laene (RAILPOL), Mr. Ville Saarinen (EIM), Mr. Jacques Zachmann (European Commission), Ms. Alena Havlova (CER), Mrs. Emmanuele Beloeil (COLPOFER), Mr. Andrew Cook (IWGLTS), Mr. Denis Luyten (UITP), Ms. Delphine Beatse (SNCB – Holding), Mr. Hinne Groot (Netherlands) and Mr. Sergey Stolyarov (RZD).

10. The organizations brought the experience from their specialised field of work such as infrastructure (EIM, CER), police (RAILPOL, COLPOFER), Government policy formulation (EU, IWGLTS), railways operations (UIC, UITP, CER) and illustrated the different perspectives of railway security. It was commonly agreed that rail security is indeed a challenge for railways and that existing cooperation should be strengthened not only among international organizations, but also among governments. Furthermore, the various presentations showed that different working groups have been established within these organizations that addressed different threats and challenges and that carried out different projects.

11. Governments and railways present (Belgium SNCB, Netherlands and Russian Federation RZD) focused on measures taken and good practices implemented. Their concerns had to do with the significant length of their networks that need protection; the enormous costs for the installation, operation and maintenance of technical solutions as well as for the required security personnel along their networks; and the fact that a ‘one size fits all’ approach does not work in the case of rail security and, therefore, tailored security measures to the threats, both domestic and international should be implemented.

12. The Working Party appreciated the information and presentations made by distinguished speakers on rail security. There was a common understanding and agreement that rail security is an important challenge that railways face today and that there could be an improvement in cooperation among the different stakeholders and in terminology used. Based on the results of the workshop, the Working Party considered two actions towards facilitation of the above mentioned issues:

(a) Development of an electronic space similar to those that exist already for informal groups of other UNECE Working Parties, such as Working Party 29, with the aim to facilitate cooperation among the different stakeholders, sharing of information and knowledge, creation of an on-line library and, possibly, sharing of good practices in different fields, and

(b) Development of definitions on rail security with the participation of all interested stakeholders working within the above electronic space.

13. The Working Party requested the secretariat to come up with an official document to the next session of SC.2 in which these proposals will be elaborated in order to Member States to have the opportunity to give further guidance. The approach should be developed step by step and the focus should be given on most important issues such as metal theft and vandalism in order to prove the feasibility of the proposal.

IV. European Agreement on Main International Railway Lines (AGC Agreement) (agenda item 3)

A. Status of the AGC Agreement and adopted amendment proposals

14. At present, the AGC Agreement has 27 Contracting Parties.³ Detailed information on the AGC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/63/Rev.1), a map of the AGC network, an inventory of minimum standards stipulated in the Agreement as well as all relevant Depositary Notifications are available on the website of the Working Party.⁴

15. The Working Party took note of a map prepared by the secretariat showing Contracting States to the European Agreement on Main International Railway Lines (AGC), countries member states of European Union, non-Contracting States to the AGC and UNECE member States that are not members of the European Union and non-Contracting States to AGC in order to identify the countries that should be approached to accede to the AGC Agreement.

16. The Working Party took note of the efforts made by the secretariat to increase the number of Contracting Parties to the AGC Agreement, especially the meeting with Deputy Minister of Transport and Communications of Kazakhstan Mr. A. Bekturov, the meeting with the Secretary-General Ambassador S. Aleskerov of ECO secretariat and the cooperation with the TER project. The Working Party took also note of the presentation made by the consultant of the TER project on revision of the TER master plan and on possible amendments to the AGC network and requested the secretariat to prepare appropriate amendment proposals for consideration and approval at the next session of the Working Party.

B. Amendment proposals (updating and extending the AGC network)

Documentation: ECE/TRANS/SC.2/2009/1

17. The Working Party was informed about the status of amendment proposals already considered at its sixty-third session as contained in document ECE/TRANS/SC.2/2009/1 relating to Denmark, Germany and Sweden (ECE/TRANS/SC.2/212, para. 4).

18. The Working Party requested the secretariat to consult once more with Denmark, Germany and Sweden on realigning AGC railway lines between these countries. Appropriate amendment proposals will be considered and Contracting Parties to the AGC Agreement may wish to adopt such amendment proposals at its next session in accordance with article 11 of the AGC Agreement.

³ Albania; Austria; Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; France; Germany; Greece; Hungary; Italy; Latvia; Lithuania; Luxembourg; Montenegro; Poland; Republic of Moldova; Romania; Russian Federation; Serbia; Slovakia; Slovenia; the former Yugoslav Republic of Macedonia; Turkey and Ukraine.

⁴ www.unece.org/trans/main/sc2/sc2_AGC_text.html.

C. Amendment proposals (minimum infrastructure and performance standards)

Documentation: ECE/TRANS/SC.2/2010/1, ECE/TRANS/SC.2/216, ECE/TRANS/SC.2/2012/1, ECE/TRANS/SC.2/218

19. The Working Party was informed by the secretariat that the Technical Specifications for Interoperability (TSI) applicable in the European Union were generally in line with the present minimum AGC and AGTC technical characteristics.

20. The Working Party recognized that the scope of the TSI which are mandatory in the European Union for newly built infrastructure went well beyond the objective and the minimum requirements enshrined in the pan-European AGC and AGTC Agreements. There is no need therefore additional details to be transposed to these agreements.

21. The Working Party recalled the decision of last year on the background note prepared by the secretariat on the review of the technical characteristics of the AGC and AGTC rail networks. The Working Party also recalled its request to the secretariat to prepare amendment proposals to the AGC Agreement that would ensure that the existing technical infrastructure parameters of the AGC and AGTC agreements should be aligned with the relevant TSI applicable in the EU by keeping the objective of the minimum requirements enshrined in the two agreements. The Working Party agreed with the proposal of the secretariat on working with experts from Governments and the European Union to prepare appropriate amendment proposals to the AGC Agreement, in close cooperation with the Working Party on Intermodal Transport and Logistics.

V. Euro-Asian rail transport (agenda item 4)

Documentation: Informal document No. 2 (2013)

22. The Working Party was informed by the secretariat about the results of the Ministerial meeting “Making the Euro-Asian Transport Network Operational” on 26 February 2013 and the first meeting of the group of experts of Euro-Asian linkages project (EATL) held on 9 September 2013.

23. The Ministerial segment was held during the seventy-fifth session of the Inland Transport Committee (ITC) and thirty-two (32) European and Asian countries signed the Joint Statement on Future Development of Euro-Asian Transport Links and expressed their willingness to further develop and promote Euro-Asian rail transport (ECE/TRANS/2013/1). By signing the joint declaration, Ministers endorsed the priority Euro-Asian inland transport routes adopted in Phase I and the new routes identified in Phase II of the EATL project and expressed their willingness to work towards implementation by actions such as:

(a) Aiming to develop and enhance favourable financial conditions to ensure sustainable and long-term financing of priority transport infrastructure projects to integrate them into medium and long-term investment programmes for adopting at the national level;

(b) Fostering and sustaining coordination and collaboration with participating member States, international organizations and international financial institutions, as well as other public and private stakeholders to ensure that additional financial resources for completing identified priority projects are made available;

(c) Orderly and systematic removal of the remaining non-physical barriers on the Euro-Asian transport routes;

(d) Supporting the establishment of an adequate mechanism to ensure continued monitoring and the follow-up activities of the project, and the most appropriate modalities to use the existing structures and available resources in the UNECE; and

(e) Supporting further implementation and continuation of the EATL project in a new Phase III (2013–2017) with clearly defined targets and measurable objectives and ensuring the necessary resources for its timely implementation.

24. The eighth session of the Group of Experts on Euro-Asia Transport Links was held on 9 September 2013. During this session, the group approved its work plan. The work plan defines objectives and activities and includes a tentative time schedule for their implementation before the end of 2015 (ECE/TRANS/WP.5/GE.2/2013/1). The work plan establishes the main objectives for the Group for the next two years. These are:

(a) To analyse, promote and present to International Financial Institutions (IFI) and other donors a list of high priority EATL projects and feasibility or other relevant studies with the objective to facilitate sustainable and long-term financing of these projects;

(b) To identify cargo flows (quantities and types) that could be transported along the nine Euro-Asian rail and road transport links;

(c) To facilitate the coordination of integrated time schedules and tariffs for the nine rail and road transport links;

(d) To promote Euro-Asian inland transport routes and development of an integrated marketing strategy;

(e) To update and upgrade the Geographical Information Systems (GIS) application.

25. The Working Party took note of the results of the Ministerial meeting that took place during the last ITC session and about the last developments in the Euro-Asian Transport Linkages project and asked the secretariat to provide relevant information at its next session.

VI. Railway infrastructure financing and Public-Private Partnerships (agenda item 5)

Documentation: ECE/TRANS/SC.2/2013/1

26. The representative of OSJD, Mr. Victor Zhukov informed the Working Party about ways to make railway transport more competitive. These include among others:

(a) Improving of the legal framework;

(b) Further development of international transport corridors;

(c) Aligning the competitiveness of rail transport in relation to other types of transport;

(d) Research and preparation of reports on the subject;

(e) Further development of container and combined transport;

27. The secretariat informed the Working Party about developments in PPP schemes and railways infrastructure financing for the last two years. Four large transactions closed in 2012 compared to seven in 2011. These were:

(a) The Intercity Express Programme (Phase 1) in the United Kingdom of Great Britain and Northern Ireland (€3.2 billion);

- (b) The Nimes-Montpellier high-speed rail bypass in France (€1.8 billion);
- (c) The Rotterdam World Gateway port expansion (Maasvlakte 2) in the Netherlands (€720 million); and
- (d) The Tribunal de Grande Instance de Paris court house PPP in France (€563 million).

28. The aggregate value of these transactions accounted for 52 per cent of the total market value of PPP projects. The Intercity Express Programme (Phase 1) project alone accounted for 27 per cent of the total market value. Thirteen deals reached financial closure in the transport sector compared to 12 in 2011. Transport remained the largest sector in value terms, accounting for 59 per cent of the total market value. The two rail projects that reached financial closure –Nimes-Montpellier and Intercity Express Programme– were the two largest PPP projects closed in 2012.

29. The Working Party took note of this information and requested the secretariat to provide an update of relevant developments in PPP schemes and railways financing projects at its next session.

VII. Trans-European Railway (TER) project (agenda item 6)

Documentation: ECE/TRANS/SC.2/2013/2

30. The secretariat briefly presented a report on the activities implemented by the TER Project over the period 2012–2013.

31. The thirty-second session of the TER Steering Committee was held on 10–14 September 2012 in Timisoara (Romania). At the session, the TER Cost Plan and the TER programme of work for 2013 were discussed and approved and the decision to elaborate the TER Master Plan for High Speed Rail Network was taken. On 7–9 November 2012, the thirty-third session of the TER Steering Committee was held in Geneva with representatives from 10 member countries. The session examined the draft integrated report in comparison with: (a) the revised TEM and TER Master Plan Backbone Networks; (b) the European Union (EU) Core Network; (c) the UNECE AGR and AGC Networks; and the Euro-Asian Transport Links. On 7 November 2012, the third meeting of the Joint TEM and TER Rail and Road/Motorway Expert Group was held in Geneva. The group took note of the annual progress report on the results of monitoring and implementation of the Revised Master Plan, and approved the TEM and TER Master Plan Revision follow-up programme of work for 2013. The thirty-fourth session of the TER Steering Committee was held on 8–11 April 2013 in Brno (Czech Republic). The Committee discussed the status of TER Trust Fund contributions for 2013, the staff situation at the Project Central Office in 2014 and considered possibilities and conditions for elaborating the TER High Speed Rail Master Plan, to be launched most probably in 2014 in close collaboration with UNECE Transport Division.

32. Furthermore the secretariat informed the Working Party that the TER project had elected a new project manager and deputy project manager. Both managers were present at the session and introduced themselves. The new project manager of the TER project for the period 2014–2015 will be Mr. Gennady Bessonov, Secretary-General of the International Association “Coordinating Council on Trans-Siberian Transportation” and the new deputy project manager will be Mr. Andreas Zimmer, Competitive Manager of Rail Cargo Austria AG.

33. The Working Party took note of the information provided by the secretariat on developments in the TER project, welcomed the new project manager and the new deputy

project manager and invited the secretariat and the project managers to provide an update on relevant developments in the TER project at its next session.

VIII. Intelligent Transport Systems and other technological applications for Rail Transport (agenda item 7)

Documentation: UNECE publication, Intelligent Transport Systems (ITS) for sustainable mobility (2012)

34. Mr. Soon-Man Hong, President of the Korea Railroad Research Institute (KRRI) presented the Working Party with the latest ITS applications implemented on Korean railways:

- (a) Train control with new LTE-R technology which will also be used for safety, monitoring, communication and entertainment in trains;
- (b) LTE internet for passenger convenience. Korea had launched the world's first wireless internet service for High Speed Trains in 2008;
- (c) Accurate train positioning system;
- (d) Integrated information system for transit/optimal path of minimal travel time can be calculated using all available public transport modes;
- (e) Smart booking and checking with real time checking;
- (f) Rail equipment maintenance with smart phone.

35. Furthermore the Working Party had the opportunity to hear Professor J. Singh, Director of La Trobe University, Centre for Technology Infusion, Australia who made a presentation on an innovative ITS solution and safety at level crossings:

- (a) Better use of existing road capacity by implementing Cooperative Intelligent Transport Systems;
- (b) Introduction of the cooperative mobility concept where there is anticipation by communication with (a) efficient use of roads during heavy traffic, (b) information on road conditions and traffic flow and (c) information on behaviour of other road users;
- (c) Implementation of cooperative Intelligent Transport Systems to Improve Safety at Level Crossings:
 - (i) Vehicle-to-Vehicle Communications;
 - (ii) Vehicle-to-Infrastructure Communications;
 - (iii) Human-Machine Interface (human factors).

36. The Working Party appreciated the presentations made by the distinguished speakers on intelligent transport systems for railways and requested the secretariat to provide an update on relevant developments in the ITS systems and railways at its next session.

IX. High Speed Trains (agenda item 8)

Documentation: ECE/TRANS/SC.2/2013/3

37. The Working Party took note of the presentation made by Mr. Soon-Man Hong, President of the Korea Railroad Research Institute (KRRI) on high speed trains development in the Republic of Korea. The main messages of his presentation were:

- (a) KTX transports 160,000 passengers per day with maximum speed of 300 km/h on the Gyeongbu high-speed line and the Honam/Jeolla conventional lines;
- (b) KTX makes railway demand double;
- (c) KTX became profitable business one year after starting its service;
- (d) The optimal design speed was decided by considering the relationship among speed, demand and project cost;
- (e) The Korean peninsula becomes one big metropolis by implementing this new KTX network plan.

38. In addition the Working Party took note of the presentation made by M. Barron de Angoiti Ignacio, Manager, Security Division of International Union of Railways (UIC) on UIC activities and initiatives for high speed trains. The main points of his presentation were:

- (a) UIC's working group on high speed trains started its activity in 1995;
- (b) Several reports has been produced: High speed and the City, High speed contribution to sustainable mobility, High speed handbook, High speed under extreme natural conditions, Infrastructure cost for Intercity & High speed services;
- (c) 1.15 Billion passengers per year in HS trains:
 - (i) 485 Million passengers in China;
 - (ii) 300 Million passengers in Japan;
 - (iii) 125 Million passengers in France;
 - (iv) 240 Million passengers in the rest of the world.

39. The secretariat also informed the Working Party on the consultations and cooperation started within the TER project on the development of a common methodology for the master plan of high speed network in ECE and TER regions. In addition the secretariat proposed an amendment for approval by the Working Party on the methodology (ECE/TRANS/SC2/2012/4) for the development of a tool that will provide added value to Governments and help them prioritize corridors on which they should develop high speed lines and evaluate them on cost-benefit basis.

40. The Working Party appreciated the presentations made by the distinguished speakers. In addition, the Working Party appreciated the readiness of TER project to contribute to this project with resources and data on the TER countries.

41. The Working Party took note of the background document on the development of high speed trains master plan. The Working Party adopted the amendment to the methodology on the development of a toolkit for high speed networks' prioritization and their evaluation on cost-benefits basis. The Working Party requested the secretariat to proceed with implementing the methodology for the development of high speed master plan for the ECE region and inform the Working Party on any developments at its next session.

X. Towards unified railway law in the pan-European region and along Euro-Asian transport corridors (agenda item 9)

Documentation: ECE/TRANS/2013/2, ECE/TRANS/SC.2/GEURL/2013/2, ECE/TRANS/SC.2/GEURL/2013/7

42. The Working Party recalled that during the Ministerial session of the seventy-fifth Inland Transport Committee, thirty-seven (37) European and Asian countries signed the Joint Declaration and expressed their willingness to further develop and promote Euro-Asian rail transport and activities towards unified railway law (ECE/TRANS/2013/2). The Joint Declaration outlines two parallel processes to achieve these objectives:

(a) Governments from ECE and ESCAP regions, under the auspices of the UNECE Group of Experts towards the Unified Railway Law and the Working Party on Rail Transport (SC.2), will prepare the legal framework for rail transport from the Atlantic to the Pacific, with rules equivalent to those for road, air and maritime transport (Geneva Rules);

(b) Interested railway enterprises, international railway organizations and other stakeholders (incl. shippers, freight forwarders, etc.) will prepare general terms and conditions for Euro-Asian rail transport contracts based on the existing COTIF/CIM and SMGS provisions (GTC EurAsia).

43. The Group of Experts towards unified railway law held its fifth session on 4–5 July 2013 (ECE/TRANS/SC.2/GEURL/2013/7). The next session of the group will be on 2–3 December 2013. The main goals of the Group of Experts, as contained in the Joint Declaration that outlines the strategy (rail map) to establish legal conditions for railways equivalent with those existing for competing modes, include the following elements:

(a) Establishment of a unified set of transparent and predictable provisions and legal rules for Euro-Asian rail transport operations in all countries concerned that would facilitate border crossing procedures, particularly for transit traffic;

(b) Analysis of existing international modal transport conventions (rail, road, air, inland water and maritime transport) and related agreements, in order to identify provisions and procedures important for the establishment of unified railway law;

(c) Unification of international railway law with the objective to allow rail carriage under a single legal regime from the Atlantic to the Pacific;

(d) On the basis of a future material consensus on unified railway law, identification of an appropriate management system for unified railway law using the experience of international organizations in the field of the railway transport (Organization for Cooperation between Railways (OSJD), Intergovernmental Organization for International Carriage by Rail (OTIF) and others) as well as of international organizations in other modes of transport;

(e) Support for the widest possible use of electronic document workflow and intelligent transport systems.

44. The Working Party took note of this information, the time schedule and the detailed work plan of the Group of Experts for the next two years. The Working Party approved the steps taken by the Group of Experts and believes that the creation of unified railway law should be realized with the participation of interested member States of UNECE and UNESCAP. Taking into account the importance of the work of the Group of Experts, the Working Party suggested that special reference on unified railway law should exist at the next ITC agenda. The Working Party requested the secretariat to provide information on the development of the work of the Group at its next session.

XI. Productivity in Rail Transport (agenda item 10)

Documentation: ECE/TRANS/SC.2/2013/4

45. The Working Party recalled that it had requested the secretariat to develop a questionnaire in cooperation with the Working Party on Transport Statistics (WP.6) on rail productivity indicators and to send it to countries for completion. The Working Party had also asked the secretariat to prepare an analysis of rail productivity indicators based on the replies to the questionnaire.

46. The secretariat informed the Working Party that 20 countries had replied to the questionnaire. In addition the secretariat had received many comments on the calculation of these indicators. These comments focused mainly on the need to further review these indicators, re-evaluate their consistency, establish clear definitions and establish commonly agreed objectives regarding their interpretation. More specifically, most of the comments focused on the following issues:

- (a) Definitions for each indicator are missing – what does it mean? What is the average grade for its indicator? Why is it useful?
- (b) When indicators mention “km of network in use”, are they referring to lines or tracks?
- (c) Some indicators are the same, i.e. C1 and D2;
- (d) The indicator that refers to train accidents is too generic. Is it referring to deaths, suicides, both?
- (e) Gross tonne-km and net tonne-km. What is the difference and how to calculate the net tonne-km?
- (f) Should light rail/metro systems be incorporated in the reporting?
- (g) When referring to employees, do we mean employees of the infrastructure manager or the total number of employees in the rail sector?
- (h) When asking about productivity of locomotives and wagons, is it for passenger and freight transport?

47. The secretariat informed the Working Party that it had not been able to produce an official document on productivity indicators in rail transport (ECE/TRANS/SC.2/2013/4) due to the inconsistency of data received. Therefore the secretariat proposed to prepare an official document for the next session of the Working Party addressing all comments received from the Governments and reviewing the indicators for approval by the Working Party.

48. The Working Party took note of the review on rail productivity indicators as presented by the secretariat based on comments received by Governments. The Working Party adopted the proposal made by the secretariat on the need to review and fine tune the productivity indicators. Therefore it requested the secretariat to prepare an official document for its next session with the reviewed rail productivity indicators for consideration and approval by the Working Party.

XII. Climate Change and Rail Transport (agenda item 11)

A. Group of Experts on climate change impacts and adaptation to International Transport networks

Documentation: UNECE publication

49. The secretariat informed the Working Party about the results and main decisions taken during the last sessions of the Group of Experts on Climate Change impacts and adaptation for international transport networks regarding rail transport and about the final report — publication of the Group.

50. The Group of Experts had been established by the Executive Committee (EXCOM) in May 2011. The group met twice in 2011 (September and November), three times in 2012 (April, October and December) and once, and completed its work, in 2013 (March). The Group submitted the full report — publication of its accomplishments (ECE/TRANS/WP.5/2013/2, UNECE publication) to Working Party on Transport Trends and Economics (WP.5) in September 2013 for consideration. The structure of the report — publication is as follows:

- (a) Introduction;
- (b) Chapter 1: Climate Change: The Physical Basis;
- (c) Chapter 2: Climate Change Implications for Transport;
- (d) Chapter 3: Survey Analysis;
- (e) Chapter 4: Specific Country Experiences and Practices;
- (f) Chapter 5: Conclusions and Policy Recommendations;
- (g) Annexes:
 - (i) Annex I: Information on Selected Studies on Climate Change Impacts in Transport;
 - (ii) Annex II: International Conference on Adaptation of Transport Networks to Climate Change and Expert Opinion;
 - (iii) Annex III: Questionnaire;
 - (iv) Annex IV: Detailed Survey Analysis;
 - (v) Annex V: Select Literature of Relevance for the Further Study of Climate Change Impacts on International Transport Networks.

51. More specifically, the report of the Group of Experts:

- (a) Analyses all existing forecasts and surveys on climate change;
- (b) Identifies potential climatic impacts on transport infrastructure, including ports and their hinterland connections;
- (c) Identifies existing best practices in national policies and risk management as well as formulation of relevant strategies to enhance the resilience of transport networks;
- (d) Takes stock of the available data and analysis of climate change impacts on transport networks in the ECE region and beyond;
- (e) Collects and analyses information on all relevant planning, management, organizational and other initiatives for adaptation of transport networks to climate change;

(f) Suggests recommendations and proposals to member Governments, with a view to improving the adaptability of transport networks to climate change.

52. The Working Party took note of the presentation made by Mr. S. Eisenbach, meteorologist and railway project manager at the Institute for ubiquitous Meteorology (UBIMET). His presentation focused on the weather forecasts and natural hazards and the illustration of best practices. The representative of UBIMET concluded with the following recommendations:

(a) Considerations of future climate change and meteorological conditions during the planning phase of new railway lines;

(b) Creation of awareness inside railway organizations about climate change and severe weather phenomena;

(c) Encouragement of knowledge transfer with other companies, scientific institutions, networks and railroads.

53. The Working Party took note of the new UNECE publication and of the work of the Group of Experts on Climate Change Impacts and Adaptation to international transport networks and appreciated the work done. The Working Party requested the secretariat to inform the Working Party at the next session on developments in adaptation issues and railways.

B. Climate Change mitigation: presentation of UNECE ForFITS tool

54. The Working Party was informed by the secretariat about the 2012–2013 developments in the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account. The project aims at developing and implementing a monitoring and assessment tool for carbon dioxide (CO₂) emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The assessment tool, including the policy converter, may pave the way For Future Inland Transport Systems, hence its name: ForFITS. The Working Party noted the following achievements of the project:

(a) Organization of an International Expert Meeting (IEM) to raise awareness, avoid duplication and solicit contributions towards the design of the For FITS toolkit;

(b) Peer review discussion;

(c) Global status assessment and report;

(d) Preparation of the ForFITS toolkit.

55. In addition the Working Party noted that the next steps of the project include specific pilot projects in two countries for each of the five different regions, the development of an internet-based user manual, capacity-building workshops and training activities for policymakers and technical experts.

56. The Working Party appreciated the work done by the secretariat on the field of mitigation and requested the secretariat to present, if possible, a concrete case study of railways using ForFITS at its next session.

C. Diesel engine exhausts

Documentation: Informal document No. 3 (2013)

57. The secretariat informed the Working Party about diesel engine exhausts (Informal document No. 3 (2013)) following an initiative of the UNECE Environment Division on a

report prepared by the International Agency on Research on Cancer (IARC). This report concluded in 2012 that diesel engine exhaust is carcinogenic to humans.

58. The secretariat prepared this document to provide basic information about some recent and important developments in transboundary air pollution; illustrate the results of recent studies on the harmful effects of diesel exhausts to public health; and inform SC.2 about technological developments of diesel engines or their replacement by electric ones that minimize or even remove any harmful effects to public health.

59. The Working Party took note of the informal document and requested the secretariat to inform the Working Party on developments of this issue at its next session. The Working Party also requested the secretariat to address at the next session the issue of locomotives' technology development and locomotives emissions.

XIII. Railways Reform (agenda item 12)

Documentation: ECE/TRANS/SC.2/2013/5

60. The representative of DG Move, Mr. Frank Jost made a presentation on the fourth railway package and the efforts of EU to complete the single European railway area and to foster European competitiveness and growth. The main messages from the presentation of EU representative were the following:

(a) Passenger modal share static at 6 per cent (despite rapid growth in high speed rail); consumer satisfaction poor (rail services ranked twenty seventh of 30 service industries); public infrastructure investment was 25 billion Euro in 2009; public subsidy for Public Service Obligations (PSO) of 21 billion Euro in 2009; internal market still fragmented along national lines; long and costly authorization procedures for rolling stock and undertakings;

(b) The fourth package encourages market entry by reducing administrative and technical barriers, opens domestic rail passenger transport to competition, encourages market entry and ensure non-discrimination through a better governance of the infrastructure;

(c) The fourth package has three pillars: (i) To establish consistent approvals procedures for rail interoperability and safety, (ii) To open domestic passenger markets, (iii) To create better structures and governance for infrastructure managers.

61. The representative of Community of European Railway and Infrastructure Companies (CER), Mr. Xavier Martin made a presentation on the provision of frameworks for seamless transport from the Far East to Central and Eastern Europe. His presentation focused on the following main issues:

(a) Rail freight market development in South East Europe;

(b) Intermodal competition on the rise:

(i) There is a significant progress of Intermodal competition:

1. market share new entrants 2006: 14 per cent;

2. market share new entrants 2008: 19 per cent;

3. market share new entrants 2010: 25 per cent.

(ii) but the modal share of rail in land transport dropped by 2.3 points:

From 18.5 per cent in 2000 down to 16.2 per cent in 2010.

(c) The market share of new entrants in rail freight raised to 25 per cent in 2010 but total rail modal share dropped by 2.3 per cent between 2000 and 2010.

62. The Working Party took note of the background document prepared by the secretariat on railways reform and thanked the speakers for their excellent presentations. The Working Party considers railways reform an important parameter for railways development and competitiveness. The Working Party requested the secretariat to provide information on further developments in this issue at the next session and to address the issue of railways competitiveness at the next session of the group.

XIV. Facilitation of international rail transport in the pan-European region (agenda item 13)

A. Facilitation of rail border crossings

Documentation: ECE/TRANS/SC.2/2013/6

63. The Working Party recalled that, at its sixty-sixth session, it was informed by the secretariat on facilitation of rail border crossings (ECE/TRANS/SC.2/2012/6) which suggested implementing monitoring mechanisms for the new Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods (1982) (Harmonization Convention). Since implementation of the Harmonization Convention is under the responsibility of its Contracting Parties, the secretariat and relevant working bodies of the international organizations concerned (OSJD, OTIF, etc.) could play an important role in assisting countries in complying with the provisions of the new Annex 9.

64. The Working Party also recalled that, at its last session, it had requested the secretariat to prepare a questionnaire for consideration and approval. The secretariat informed the Working Party about background document (ECE/TRANS/SC.2/2013/6) on the questionnaire on facilitation of rail border crossings.

65. The Working Party took note and approved the questionnaire (ECE/TRANS/SC.2/2013/6) prepared by the secretariat on actions regarding possible implementation mechanisms of the provisions in the new Annex 9 to the “Harmonization Convention” for the facilitation of rail border crossings in the pan-European region. The Working Party requested the secretariat to distribute the proposed questionnaire and to provide information regarding replies to this questionnaire at its next session.

B. Harmonization of technical specifications of different railway systems

66. The Working Party was informed by the representative of OSJD Mr. Victor Zhukov, about recent developments in technical interoperability issues between the 1,435 mm standard and the 1,520 mm broad gauge. The OSJD/ERA working group on “interfacing between 1,520 mm and 1,435 mm gauge railway systems” was formed in 2006, and has held, to date, 28 meetings, based on the signed Memorandum of Agreement (MOA). The OSJD/ERA working group has finalised the following documents:

- (a) “Subsystem: infrastructure, rail track and track facilities” (INF);
- (b) “Power supply” (ENE);
- (c) “Locomotives and rail-car rolling stock” (LOC);
- (d) “Signalling, interlocking, and communications” (CCS).

67. Work continued on the documents “Passenger cars” (PAS), “Cargo cars” (WAG) and “Operational activity” (OPE). Based on the work undertaken, ERA was able to make a recommendation to the EC to include the 1,520 mm gauge railway systems into the TSI on the equal footing with the 1,435 mm gauge railway systems. Thus, OSJD states, it follows that the EC has acknowledged the necessity to include the 1,520 mm gauge railway systems into the legislation of the EC.

68. The Working Party took note of the information provided by OSJD on progress made in improving technical interoperability between the 1,435 mm standard and the 1,520 mm broad gauge railway systems and asked the organization to provide information on developments in this issue at its next session.

XV. Rail Review (agenda item 14)

Documentation: ECE/TRANS/SC.2/2013/7

69. The Working Party took note of the background document prepared by the secretariat which illustrates the draft questionnaire that would be sent to countries and rail authorities for the collection of appropriate data (ECE/TRANS/SC.2/2013/7).

70. The Working Party took note and approved the draft questionnaire for the rail review publication which would be sent to countries and rail authorities for the collection of the appropriate data and asked the secretariat to prepare this publication and inform the Working Party of any developments at its next session.

XVI. Safety at level crossings (agenda item 15)

71. At its seventy-third session (Geneva, 1–3 March 2011), the Inland Transport Committee discussed the importance of addressing key issues related to enhancing safety at level crossings. The Committee recommended that the Working Party on Road Traffic Safety (WP.1), the Working Party on Road Transport (SC.1) and the Working Party on Rail Transport (SC.2) consider creating a joint Group of Experts of limited duration to work on enhancing safety at level crossings, taking into account all relevant experience within other bodies such as the European Railway Agency (ECE/TRANS/221, para. 50).

72. The Group of Experts (GE) on Safety at Level Crossings will provide an international discussion platform for increasing safety at the interface of road and rail systems, by bringing together specialists from the public and private sectors, as well as academia and independent research. A “Safe System” approach will be adopted by taking into consideration the five key elements (5E’s) typically used in level crossing safety: Engagement, Education, Engineering, Enforcement and Economics.

73. Specifically, the Group of Experts will:

(a) collect all relevant information with a view to describing and assessing the current safety performance at level crossings in UNECE member States and selected non-UNECE member States;

(b) conduct, in a coordinated manner, a cross-country survey of prevailing national legislation and/or legal arrangements at level crossings;

(c) describe and evaluate key factors contributing to unsafe conditions at level crossings in areas such as infrastructure, national legislation, user behaviour, management, education and enforcement;

(d) develop a road/rail interface strategy with a supporting action plan that will contribute to achieving the goal of enhancing safety at level crossings;

(e) develop and maintain a network of contacts in the relevant fields, including key stakeholders such as governments, enforcement agencies, academia, industry, road and railway stakeholders and users, with a view to exchanging information and best practices;

(f) develop a general framework to guide and support a consistent implementation of initiatives that would set best examples in enhancing safety at level crossings;

(g) explore the possibility of developing (pilot) projects that would aim to ensure that priority is given to safety initiatives based on a system approach;

(h) consider organizing workshops intended to support the core objectives that will be developed in the strategic plan of action;

(i) monitor and report on the effectiveness and sustainability of initiatives deployed under the strategy, including recommending remedial actions in the areas of safety measures, emergency responses, risk management and training tools;

(j) identify future strategic and operational research needs and mechanisms for delivery, taking into account, where possible, availability of existing resources.

74. The first meeting of the group will be held on the 20 January 2014. All relevant information can be found at:
www.unece.org/trans/roadsafe/eg_level_crossings_01.html.

75. The Working Party took note of the information provided by the secretariat on the work of the Group of Experts on Safety at Level Crossings that will be held under the auspices of the Working Party on Road Transport and requested the secretariat to provide more information at its next session.

XVII. Activities of the UNECE Inland Transport Committee and its subsidiary bodies (agenda item 16)

76. The Working Party took note of information provided by the chair of the Working Party on Intermodal Transport and Logistics (WP.24), Mr. Henri Maillard on progress made on the revision of the IMO/ILO/UNECE Guidelines for packing of intermodal transport units (cargo transport units) and requested the secretariat to inform the Working Party on relevant activities at its next session.

77. The Working Party noted that the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs), at its third session (15–17 October 2012) had finalized a first comprehensive draft Code of Practice for packing of cargo transport units (CTU Code) available in English only at: www.unece.org/fileadmin/DAM/trans/doc/2013/wp24/DSC-18-8-Draft-CTU-Code.pdf.

78. The draft code has been transmitted to the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers for consideration at its eighteenth session (16–20 September 2013) and proposed a number of minor amendments. The Working Party on Intermodal Transport and Logistics took note of the secretariat report (ECE/TRANS/WP.24/2013/2) on progress and approved in principle the Code of Practice, subject to minor amendments to be agreed upon by the final session of the Group of Expert scheduled for 4–6 November 2013.

79. Following completion of the Code of Practice (CTU Code) by the Group of Experts and consolidation by the secretariat, the Working Party on Intermodal Transport and

Logistics invited the UNECE Inland Transport Committee to endorse, at its forthcoming session (25–27 February 2014) the CTU Code and to assist in its wide dissemination, including the setting-up of a specific website.

XVIII. Activities of the European Commission in rail transport (agenda item 17)

Documentation: Informal document No. 4 (2013)

80. The Working Party was informed by the representative of DG Move, Mr. Frank Jost on its most recent developments in rail transport.

81. The Working Party expressed its appreciation to Mr. Jost for the comprehensive report and requested an update on EU activities in rail transport for its next session.

XIX. Activities of international organizations in rail transport (agenda item 18)

82. The Working Party was informed by the representative of OSJD Mr. Victor Zhukov on activities of the OSJD during 2013:

(a) As to improve traffic and develop OSJD's rail transport corridors a model draft memorandum of cooperation in the field of technical, operational and commercial development of the rail transport corridor of OSJD was prepared and approved. In addition, a new tentative structure of comprehensive plans to improve transportation and develop OSJD transport corridors to 2020 was developed;

(b) The Commission on Transport Law carried out active development and preparation of comprehensive amendments and modifications to the agreement on international goods transport by rail (SMGS). In addition work done to refine the provisions of the draft convention on direct international transport by rail;

(c) The activities of OSJD Commission on Freight Traffic were focused on improving the existing international agreements and treaties in the field of managing combined transport in the Europe-Asia direction and transit freight tariffs; updating the applicable rules for the use of freight wagons in international rail traffic in order to ensure their harmonization with comparable international regulatory documents;

(d) The Commission on Passenger Traffic agreed timetables, procedures for passenger train makeup and provision of cars in such trains in international carriage.

83. Furthermore the working party was informed by the representative of UIC Mr. Nicholas Craven on UIC's activities during 2013:

(a) UIC during 2013 published the railway handbook which for the first time the handbook presents aggregate data at work level;

(b) An online tool for the calculation of external costs was produced. More information can be found at: www.externalcost.eu;

(c) CLEAN-ERD partly EU funded project to develop, improve and integrate emission reduction technologies for diesel locomotives and rail vehicles;

(d) MERLIN EU funded research project, €7.1 Million, 19 partners, concludes in September 2015 with main aim and purpose to investigate and demonstrate the viability of an integrated management system to achieve a more sustainable and optimised energy usage in European electric mainline railway systems.

84. The Working Party expressed its appreciation to Mr. Victor Zhukov, Deputy Chair of the Committee of the Organization for Cooperation between Railways (OSJD) and Mr. Nicholas Craven, Head of Sustainable Development for the sustainability issue (UIC) for their comprehensive reports and requested an update on their activities in rail transport for its next session.

XX. Election of officers (agenda item 19)

85. The Working Party re-elected as Chair Mr. Krzysztof Kulesza (Poland) and as Vice-Chair Mr. Hinne Groot (Netherlands) for its sessions in 2014 and 2015.

XXI. Draft programme of work, biennial evaluation and draft work plan (agenda item 20)

A. Draft programme of work and biennial evaluation for 2014–2015

Documentation: ECE/TRANS/SC.2/2013/8

86. The Working Party recalled that, at its sixty-fifth session on 3–4 November 2011, it had approved indicators of achievement for measuring its expected accomplishments in 2012 and 2013 (ECE/TRANS/SC.2/216, paras. 55–56). In accordance with the decision of the ITC to review its programme of work every two years, the next review being in 2014, the Working Party reviewed its programme of work for 2014–2015 as well as the relevant parameters for its biennial evaluation (ECE/TRANS/SC.2/2013/8).

87. The Working Party adopted its programme of work for 2014–2015 as well as relevant parameters for its biennial evaluation as contained in ECE/TRANS/SC.2/2013/8.

B. Draft work plan for 2014–2018

Documentation: ECE/TRANS/SC.2/2013/9

88. As requested by the ITC Bureau on 20 June 2011, the Working Party reviewed its traditional 4-year work plan for 2014–2018 (ECE/TRANS/SC.2/2013/9), in addition to the mandatory programme of work for 2014–2015 and biennial evaluation.

89. The Working Party adopted its work plan for 2014–2018 as contained in ECE/TRANS/SC.2/2013/9.

XXII. Other business (agenda item 21)

Documentation: Informal document No. 5 (2013)

90. Under other business the proposal from Russian Federation for the development of a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail was discussed. The Russian Federation and OSJD presented a number of arguments in favour of drafting a new convention in this field, rather than acceding to the outdated 1952 Convention (Informal document No. 5 (2013)). The Working Party was informed by OSJD that authorities of Belarus, Bulgaria, Latvia, Kazakhstan, Poland, Republic of Moldova, the Russian Federation and OTIF supported this idea, particularly in view of the rapid development of the international high-speed train network which requires

the introduction of new EDI technologies and other innovative solutions to ensure fast border crossing procedures.

91. The Working Party took note of the request of Russian Federation and OSJD on the development of a new convention to facilitate the crossing of frontiers for passengers and baggage carried by rail. The Working Party requested the secretariat to prepare an official document for the next ITC session outlining comments received for guidance.

XXIII. Date of next session (agenda item 22)

92. The Working Party's sixty-eighth session is tentatively scheduled to take place in Geneva on 24 to 26 November 2014.

XXIV. Summary of decisions (agenda item 23)

93. As agreed upon and in line with the Working Party's decision taken at its fifty-second session (ECE/TRANS/SC.2/190, para. 6), the secretariat, in cooperation with the Chair and Vice-Chair prepared the present report.
