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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Rail Transport

##### Sixty-eighth session

Geneva, 24–26 November 2014

Item 1 of the provisional agenda

##### Adoption of the agenda

### Annotated provisional agenda for the sixty-eighth session

to be held at the Palais des Nations in Geneva  
starting at 10.00 a.m. on Monday, 24 November 2014<sup>1, 2</sup>

#### I. Provisional agenda

1. Adoption of the Agenda.
2. Workshop on “How to increase railways competitiveness”.
3. European Agreement on Main International Railway Lines (AGC Agreement):
  - (a) Status of the AGC Agreement and adopted amendment proposals;
  - (b) Amendment proposals (Updating and extending the AGC network);

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<sup>1</sup> For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website [www.unece.org/trans/main/sc2/sc2.html](http://www.unece.org/trans/main/sc2/sc2.html). On an exceptional basis, documents may also be obtained by e-mail ([sc.2@unece.org](mailto:sc.2@unece.org)) or by fax (+41 22-917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

<sup>2</sup> Delegates are requested to complete the registration form available for download at the UNECE Transport Division's website [www.unece.org/trans/registfr.html](http://www.unece.org/trans/registfr.html). It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail ([carole.marilley@unece.org](mailto:carole.marilley@unece.org)) or by fax (+41 22-917 0039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 740 30). For a map of the Palais des Nations and other useful information, see website [www.unece.org/meetings/practical.htm](http://www.unece.org/meetings/practical.htm).

- (c) Amendment proposals (Minimum infrastructure and performance standards).
- 4. Rail Security.
- 5. Euro-Asian rail transport.
- 6. Trans-European Railway (TER) project.
- 7. Railway infrastructure financing and Public-Private Partnerships.
- 8. Master Plan on High-Speed Trains.
- 9. Towards unified railway law in the pan-European region and along Euro-Asian transport corridors.
- 10. New convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail.
- 11. Intelligent Transport Systems and other technological applications for Rail Transport.
- 12. Productivity in Rail Transport.
- 13. Climate Change and Rail Transport:
  - (a) Group of Experts on climate change impacts and adaptation to International Transport Networks;
  - (b) Climate Change mitigation: Presentation of UNECE ForFITS tool;
  - (c) Diesel engine exhausts.
- 14. Railway Reform.
- 15. Facilitation of international rail transport in the pan-European region:
  - (a) Facilitation of rail border crossings;
  - (b) Harmonization of technical specifications in different railway systems.
- 16. Rail Review.
- 17. Group of Experts on improving Safety at Level Crossings.
- 18. Activities of the UNECE Inland Transport Committee and its subsidiary bodies.
- 19. Activities of the European Commission in rail transport.
- 20. Activities of international organizations in rail transport.
- 21. Work plan for 2014–2018
- 22. Other business.
- 23. Date and venue of next session.
- 24. Adoption of decisions.

## **II. Annotations**

### **1. Adoption of the Agenda**

The first item to be considered is the adoption of the agenda.

**Documentation:** ECE/TRANS/SC.2/221

## 2. Workshop on “How to increase railways competitiveness”

As decided by the Working Party at its last session a workshop on “How to increase railways competitiveness” would be organized during this session. The Working Party requested the secretariat to prepare this agenda item for this session in cooperation with relevant public and private stakeholders and organizations. This preparation should be on the basis of an exchange of knowledge and best practices in this field of work.

The programme of the workshop is available on Working Party’s website (Informal document No. 1).

Following the discussions, the Working Party may wish to draw conclusions on increasing railways competitiveness and reflect on concrete follow-up activities for SC.2 at the pan-European level.

**Documentation:** Informal document No. 1

## 3. European Agreement on Main International Railway Lines (AGC Agreement)

### (a) Status of the AGC Agreement and adopted amendment proposals

The Working Party will be informed by the secretariat on its activities to increase the number of Contracting Parties to the AGC Agreement.

Detailed information on the AGC Agreement, including the up-to-date and consolidated text of the Agreement (ECE/TRANS/63/Rev.1), a map on the AGC network, an inventory of compliance with AGC standards as well as relevant Depository Notifications are available on the website of the Working Party.<sup>3</sup>

Further information will be provided at the session.

### (b) Amendment proposals (Updating and extending on the AGC network)

The Working Party may wish to note that, at its sixty-fourth session, it considered the status of amendment proposals from Denmark, Germany and Sweden and decided to await results of the consultations between them.

The Working Party will be informed about these results and may wish to adopt these amendment proposals in accordance with article 11 of the AGC Agreement.

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

### (c) Amendment proposals (Minimum infrastructure and performance standards)

In 2011, at its joint session with the Working Party on Intermodal Transport and Logistics, the Working Party reviewed the minimum infrastructure standards contained in annex II of the AGC Agreement and annex III of the AGTC Agreement (ECE/TRANS/SC.2/2010/1). Both Working Parties agreed 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, but contained at least twenty more parameters that were considered essential for trans-European rail systems and had been prepared by the European Railway Agency (ERA) under the so-called Interoperability Directive 2008/57/EC. The scope of these TSIs went, however, well beyond the objective and the

<sup>3</sup> [www.unece.org/trans/main/sc2/sc2\\_AGC\\_text.html](http://www.unece.org/trans/main/sc2/sc2_AGC_text.html).

minimum requirements enshrined in the pan-European AGC and AGTC Agreements. Thus, all TSI parameters may not necessarily need to be considered for inclusion into the AGC and AGTC Agreements (ECE/TRANS/SC.2/216, paras. 11–14).

In 2012, based on ECE/TRANS/SC.2/2012/1 containing also information from the European Commission, the Working Party noted that the technical AGC and AGTC standards were partly based on outdated references and definitions contained in the mandatory European TSIs and European (EN) standards applicable in the European Union. It invited experts to prepare, in cooperation with the secretariat, appropriate amendment proposals to the AGC Agreement, in close cooperation with the Working Party on Intermodal Transport and Logistics (ECE/TRANS/SC.2/218, paras. 16–18).

The secretariat after having consulted with experts from the European Railway Agency (ERA) and in cooperation with the secretariat of Working Party on Intermodal transport and logistics (WP.24) prepared document ECE/TRANS/SC.2/2014/1 which contains amendment proposals to the AGC and AGTC agreements for consideration and approval by the Working Party.

**Documentation:** ECE/TRANS/SC.2/2014/1–ECE/TRANS/WP.24/2014/1, ECE/TRANS/SC.2/2010/1, ECE/TRANS/SC.2/216, ECE/TRANS/SC.2/2012/1, ECE/TRANS/SC.2/218

#### 4. Rail Security

The Working Party may wish to recall that at its previous session a workshop on rail security took place. 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.

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.

The Working Party may wish to consider document ECE/TRANS/SC.2/2014/2 prepared by the secretariat and provide guidance on steps to be taken on this issue.

**Documentation:** ECE/TRANS/SC.2/2014/2

#### 5. Euro-Asian rail transport

In accordance with the decision of its sixty-seventh session, the Working Party may wish to be informed and discuss new developments on Euro-Asian rail transport corridors, its involvement on developing the Euro-Asian linkages project (EATL) including the results of

the meetings of the Group of Experts of Euro-Asian linkages project (EATL) that took place on 27 May and 30–31 October 2014.

**Documentation:** ECE/TRANS/WP.5/GE.2/22

## **6. Trans-European Railway (TER) project**

The Working Party will be informed by the project manager of the Trans-European Railway (TER) project about the activities undertaken in 2014; concrete results achieved and plan for subsequent years, including the revision of project's work plan, the efforts to increase the number of participating countries and the development of a master plan on high speed trains in cooperation with the Working Party.

The Working Party may wish to review the results achieved and consider how to further support and contribute to the TER project.

**Documentation:** ECE/TRANS/SC.2/2014/3

## **7. Railway infrastructure financing and Public-Private Partnerships**

The Working Party may wish to recall that at its previous sessions considered railways financing under public-private partnerships (PPP) schemes an important parameter for railways development. The Working Party decided that developments on this subject should be regularly monitored with the main objectives the knowledge and good practices sharing and presentation of different case studies in this field.

The Working Party may wish to review and discuss presentations to be delivered by experts on the field of railway infrastructure financing and PPPs and provide guidance on further work in this area.

## **8. Master Plan on High-Speed Trains**

The Working Party may wish to recall that at its previous session was informed about the consultations and cooperation started with the TER project on the development of a common methodology for the master plan of high speed network in ECE and TER regions. Also the Working Party may wish to recall that adopted the amendment to the methodology on the development of a toolkit for high speed networks' prioritization and their evaluation on cost-benefits basis.

Based on its work plan and following the decisions taken during its last session the Working Party may wish to review and approve the revised methodology for the development of a master plan on high speed trains in ECE and TER regions which was developed in cooperation with TER project (ECE/TRANS/SC.2/2014/4).

**Documentation:** ECE/TRANS/SC.2/2014/4

## **9. Towards unified railway law in the pan-European region and along Euro-Asian transport corridors**

The Working Party may wish to recall that the main goals of the Group of Experts, as in the Joint Declaration that outlines the strategy (rail map) to establish legal conditions for railways equivalent with those existing for competing modes, included 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 of other modes of transport;
- (e) Support for the widest possible use of electronic document workflow and intelligent transport systems.

The proposed by the secretariat and accepted by the Group of Experts concept adopts a step by step approach towards the unification of international railway law. It was adopted on the basis of the following arguments and justification:

- (a) the establishment of an overall (third) layer of international railway law, in contradiction to COTIF/CIM and SMGS, should be avoided, not least of all to avoid conflict of conventions;
- (b) the creation of a new international railway regime replacing COTIF/CIM and SMGS in their entirety would be complex and would require considerable time due to long transition periods for entry into force and for denunciation of COTIF/CIM and SMGS.

The secretariat prepared a draft (ECE/TRANS/SC.2/2014/5) of relevant legal provisions to be included into a new international legal railway regime in accordance with the decisions made at the fifth (ECE/TRANS/SC.2/GEURL/2013/5, paras. 13–21), sixth (ECE/TRANS/SC.2/GEURL/2013/8, paras. 6–39), seventh (ECE/TRANS/SC.2/GEURL/2014/2, paras. 6–54), eighth (ECE/TRANS/SC.2/GEURL/2014/7, paras. 6–46) and ninth session (ECE/TRANS/SC.2/GEURL/2014/10) of the Group of Experts. The draft also takes into account the considerations and proposals made at the informal meeting of the “friends of the Chair” of the Group of Experts (29 September 2014, Geneva).

In accordance with the Joint Declaration, the Working Party may wish to review and approve the draft of relevant legal provisions to be included into a new international legal railway regime for transmission to the forthcoming session of the Inland Transport Committee (ITC) (24–26 February 2015).

**Documentation:** ECE/TRANS/SC.2/2014/5, ECE/TRANS/SC.2/GEURL/2014/10

## **10. New convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail**

The ITC at its seventy-sixth session in February 2014 was informed about the proposal made by the Russian Federation and supported by several other governments and national railways, for the development of a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail. The ITC welcomed the setting up of an Informal Group of Experts to facilitate further work in this area and thanked the Committee

of the OSJD for offering to host the first meeting of the informal group (8–9 September 2014, Poland).

The Working Party may wish to be informed by the representative of OSJD and the secretariat on developments with this new convention and the results of the first informal meeting.

## **11. Intelligent Transport Systems and other technological applications for Rail Transport**

In line with the UNECE road map for promoting the use of Intelligent Transport Systems (ITS) that contains 20 global actions for 2012–2020 (UNECE publication, ITS for sustainable mobility, 2012), the Working Party may wish to be informed about and discuss how modern information and communication technologies can assist in making rail transport systems attractive and “seamless” among different modes of transport. The Working Party may also address the role and responsibilities of different stakeholders focusing on the role of Governments and regulatory authorities in providing the necessary framework conditions for discriminatory-free access to information by all parties in rail and intermodal transport chains.

The Working Party may wish to consider activities, on monitoring of ITS and other technological applications developments in rail transport and to provide a platform for the exchange of information and best practices.

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

## **12. Productivity in Rail Transport**

The Working Party may wish to recall that at its last session, it was informed by the secretariat that Governments provided many comments on the calculation of rail productivity indicators and their effectiveness. 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.

The Working Party requested the secretariat to prepare an official document for its next session with the reviewed and fine-tuned rail productivity indicators based on Government’s comments for consideration and approval by the Working Party.

The Working Party may wish to consider and approve document ECE/TRANS/SC.2/2014/6.

**Documentation:** ECE/TRANS/SC.2/2014/6

## **13. Climate Change and Rail Transport**

### **(a) Group of Experts on climate change impacts and adaptation to International Transport networks**

The secretariat will inform the Working Party about the new UNECE publication on climate change impacts and adaptation to International Transport networks and the continuation of the work of the Group of Experts. The Working Party may wish to be informed about developments in adaptation issues and railways.

**Documentation:** UNECE publication

**(b) Climate Change mitigation: presentation of UNECE ForFITS tool**

The Working Party will be informed about the 2013–2014 developments of the For Future Inland Transport Systems (ForFITS) project. The project aims at developing and implementing a monitoring and assessment tool for carbon dioxide (CO<sub>2</sub>) emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The Working Party may wish to discuss and consider implementation of ForFITS tool in Rail transportation/Terminals/Stations.

**(c) Diesel engine exhausts**

The Working Party may wish to be informed about the new UNECE publication on “Diesel Engine Exhausts: Myths and realities”. On the basis of evidence that exposure is associated with an increased risk for lung cancer, the International Agency on Research on Cancer (IARC) concluded in 2012 that diesel engine exhaust is carcinogenic to humans. IARC updated its finding from 1988, when it classified diesel exhaust as probably being carcinogenic to humans. The secretariat, following an initiative of the UNECE Environment Division prepared this publication which offers a balanced view on the on-going debate about the harmful effects of diesel engine exhaust and provides information about diesel emissions by different economic sectors including inland transport.

The Working Party may also wish to be informed on locomotives’ technology development and locomotives emissions.

**Documentation:** UNECE publication

## **14. Railway Reform**

The Working Party may wish to recall that at its last session, it had considered railway reform an important part of railway development and considered presentations from experts. The Working Party may wish to consider presentations on railways reform to be delivered by experts.

## **15. Facilitation of international rail transport in the pan-European region**

**(a) Facilitation of rail border crossings**

The Working Party may wish to recall that at its last session 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.

The Working Party may wish to be informed by the secretariat on replies received to this questionnaire.

**Documentation:** Informal document No. 2

**(b) Harmonization of technical specifications on different railway systems**

The Working Party may wish to be informed by OSJD on progress in improving the technical interoperability between the 1,435 mm standard and the 1,520 mm broad gauge railway systems and about the results of the work of the OSJD/ERA Working Group on Interoperability.

**Documentation:** Informal document No. 3

## **16. Rail Review**

The Working Party may wish to recall that at its last session, it had 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.

The Working Party may wish to be informed for any developments on this issue.

## **17. Group of experts on improving Safety at Level Crossings**

The Working Party may wish to be informed by the secretariat on the results of the meetings of the Group of Experts on improving Safety at Level Crossings that took place on the 20 January (ECE/TRANS/WP.1/GE.1/2), 12–13 May (ECE/TRANS/WP.1/GE.1/4) and 23–24 October 2014 (ECE/TRANS/WP.1/GE.1/6).

**Documentation:** ECE/TRANS/WP.1/GE.1/2, ECE/TRANS/WP.1/GE.1/4,  
ECE/TRANS/WP.1/GE.1/6

## **18. Activities of the UNECE Inland Transport Committee and its subsidiary bodies**

The Working Party will be informed about the main decisions of the seventy-sixth session of the ITC (25–27 February 2014) on issues of interest to the Working Party.

### **Participation of non-ECE countries, Contracting Parties to UNECE conventions, in the activities of ITC and its subsidiary bodies**

During the seventy-sixth session of ITC, a closed session (for government delegates only) of the Chairs of ITC's subsidiary bodies was organized. The session was dedicated to discussing the participation of non-ECE countries that are also Contracting Parties to the UNECE transport conventions and agreements in the Working Parties and other intergovernmental bodies of UNECE. The Committee decided, inter alia, to request the secretariat to transmit the issues at stake to the Working Parties for discussion and to collect and consolidate their views and current practices for the consideration of the ITC at its seventy-seventh session. The Working Party is invited to continue its discussions on the issue and to provide guidance to the secretariat. To facilitate this task, the secretariat prepared Informal document No. 4, outlining the various applicable Terms of References and RoPs and their relevance for the current discussion.

**Documentation:** Informal document No. 4

## **19. Activities of the European Commission in rail transport**

In line with standard practice, the Working Party may wish to be informed about recent activities and plans for the future work of the European Commission (DG Move) in rail transport.

**Documentation:** Informal document No. 5

## 20. Activities of international organizations in rail transport

The Working Party may wish to be informed about recent activities and plans for the future work of other international organizations and stakeholders in the field of rail transport.

## 21. Work plan for 2014–2018

The Working Party may wish to recall that at its previous session the Working Party adopted its work plan for 2014–2018 as contained in ECE/TRANS/SC.2/2013/9. The Working Party may wish to be informed about discussions made and amendments provided and adopted during last ITC session on Working Party's work plan for 2014–2018 (ECE/TRANS/SC.2/2013/9/Corr.1).

**Documentation:** ECE/TRANS/SC.2/2013/9 and Corr.1

## 21. Other business

At present, there are no proposals under this item.

## 22. Date and venue of next session

The next session of the Working Party is tentatively scheduled to be held from 2 to 4 December 2015 in Geneva.

## 23. Adoption of decisions

In accordance with the decision of the Working Party (ECE/TRANS/SC.2/190, para. 6) and established practice, the Chair will make a brief summary of the decisions taken at the end of the session. Following the session, the UNECE secretariat, in cooperation with the Chair and Vice-Chair, will establish a report on the outcome of the session for transmission to ITC.

## III. Tentative timetable

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Monday, 24 November	10.00 – 13.00a.m.	Items 1, 3–6
	3.00 – 6.00 p.m.	Items 7–11
Tuesday, 25 November	10.00 – 13.00 a.m.	Item 2 (Workshop)
	3.00 – 6.00 p.m.	Items 2 (Workshop)
Wednesday, 26 November	10.00 – 13.00 a.m.	Items 12–15
	3.00 – 6.00 p.m.	Items 16–24

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