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Item 9 of the provisional agenda

Results of the meetings of the Bureau of the Inland Transport Committee

Results of the meetings of the Bureau of the Inland Transport Committee in 2014

Note by the secretariat

Summary

This document contains the results of the meetings held by the Bureau of the Inland Transport Committee in 2014.

The Committee is invited to consider document ECE/TRANS/2015/20. The Committee may wish to refer to the decisions of the Bureau under the relevant items of its agenda.

Introduction

1. In accordance with the decisions of the Inland Transport Committee (ITC) or “the Committee” (ECE/TRANS/125, paras. 14 and 15 and ECE/TRANS/236, para. 74), the Bureau of the ITC met on 27 February, 3 June and from 27 to 28 November 2014.
2. In accordance with the United Nations Economic Commission for Europe (UNECE) plan of action, the Bureau fulfils the following functions related to the organization of the annual sessions of the Committee including the preparation of a well-focused agenda with the definition of objectives and the setting of time allocation for each item; indication of principal topics where decisions are needed; delineation of themes of discussion of the session; monitoring and evaluation of the work since the previous session; monitoring and coordination of activities in order to avoid duplication with the work of other relevant organizations; and proposing of priorities in the programme of work, listing, where possible, various options (E/ECE/1347, chapter III, A, 2 (b)).
3. The annexes present the results of the meetings of the Bureau for consideration by the Committee, in line with the mandate of its Bureau.

Annex I

Results of the first meeting of the 2014–2015 Bureau of the Inland Transport Committee (27 February 2014)

I. Attendance

1. The meeting was chaired by Jerzy Kleniewski (Poland) and was attended by the following members: Farid Valiyev (Azerbaijan), Andrei Popov¹ (Belarus), Kristof Schockaert (Belgium), Björn Oriwohl (Germany), Bob Oudshoorn (Netherlands), Adriana Pacuraru (Romania), Sergey Andreev (Russian Federation), Jean-Claude Schneuwly (Switzerland), Roman Symonenko (Ukraine) and Ricardo Pascual Bremon (European Commission). Isabelle Paillet (France), Antonio Erario (Italy) and Takhir Aliev (Uzbekistan) were unable to attend.

II. Matters arising from the seventy-sixth session of the Inland Transport Committee

2. The Bureau discussed the outcome of the seventy-sixth session of the ITC and was satisfied that this session had been successful, as a number of important decisions had been taken. Those with the highest impact include the Committee's:

- Endorsement of the new non-mandatory Code of Practice for Packing of Cargo Transport Units (CTU Code). After endorsements by ILO and IMO, the CTU Code will enter into force. UNECE had been asked to set up a specific website for its dissemination (main decision 26);
- Invitation to the governments as Contracting Parties to consider amending the accession eligibility criteria of concerned international legal instruments to make it possible for all United Nations Member States to accede to the UNECE administered transport conventions and agreements; and with regard to the AETR Agreement appreciated the support expressed during the session by the delegates of the Russian Federation, Ukraine, Turkey and the European Union to amend article 14, as well as urged the governments within the Group of Experts to reach consensus on amending article 22bis as soon as possible (main decision 16);
- Endorsement of the hosting of a new Database for the Exchange of Type Approval documentation (DETA) within the UNECE (main decision 20);
- Expression of satisfaction for the completion and progress of ForFITS; the Committee welcomed the presentation of ForFITS to the United Nations General Assembly and requested that a volunteer government to take the lead and sponsor a report (main decision 8);
- Request to the secretariat to organize a Treaty Day in New York to promote accession to and implementation of the UN Road Safety Conventions (main decision 15). As agreed with the UN Office of Legal Affairs, the Treaty Day will be on 5 June 2014.

¹ Replacing Sergei Dubina.

- Welcoming of the developments in the framework of RID/ADR/ADN on the mandatory reporting of incidents during the inland transport of dangerous goods, and urged Contracting Parties to begin reporting in the accident and incident database (main decision 33);
- Recommendation that the interested parties set up an Informal Group of Experts to consult and coordinate on the possible development of a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail;
- Discussion of the paper “Diesel Engines Exhausts: Myths and Realities”;
- Expression of support for sustainable transport that is environmentally sound, affordable and safe in the upcoming negotiations in New York on the future Sustainable Development Goals (main decision 6).
- Decision 29 concerning the TIR Convention.

3. The Bureau concluded that the round table organized in the morning of 25 February 2014 on “Innovations for sustainable inland transport and mobility” had offered the opportunity to discuss the main challenges for future developments on sustainable mobility. It noted that more than 150 participants from 42 countries, the European Commission, and 36 international and non-governmental organizations had attended the event. The challenge of the transition to sustainable mobility and transport is at the heart of the work of ITC; valuable support had been received from governments and stakeholders in the effort to provide an international platform to bring together policymakers, disseminate best practices, provide capacity-building activities and carry out analytical activities. The Committee proved again its role as (a) a centre of international agreements and conventions that accelerate the introduction of common standards and internationally agreed regulations for key innovations, (b) a forum that collects and disseminates best practices from around the world, (c) a platform for policy and institutional analysis and (d) a coordinator for enhanced capacity-building and technical assistance to relevant member States.

4. The Bureau welcomed the results of the fourth meeting of the Chairs of the Committee’s subsidiary bodies held as a restricted meeting for Government delegates only. In total 48 representatives from 25 countries, including 3 non-UNECE member states and 12 Chairs of Working Parties and Administrative Committees participated. Governments discussed the types of participation in the Committee and its subsidiary bodies of non-ECE Contracting Parties to United Nations transport-related legal instrument. The debate concluded on the importance of an inclusive approach without discrimination to facilitate equal rights for all United Nations Member States to benefit from United Nations Conventions, thus increasing the attractiveness and appeal for non-UNECE member States to accede to United Nations legal instruments in the area of transport.

5. The Bureau asked the secretariat to prepare an official document for the next session of the Committee based on lessons learned together with an outline of the agenda and programme of the seventy-seventh session for consideration at its June meeting.

6. The Bureau expressed its satisfaction for the excellent organization of the seventy-sixth session of the Committee, and the policy segment in particular, as well as the timely preparation and adoption of a streamlined and concise list of main decisions in three UNECE official languages and thanked the secretariat for its work. The Bureau was of the view that to increase efficiency for the seventy-seventh session of the ITC: (a) the draft list of decisions should continue to be circulated in a timely way to ITC member States, following the good practice established at the seventy-sixth session, (b) unlike the seventy-sixth session, the draft decisions should not be read after each agenda item, given that the delegates will already have received them in good time before the session; in this way, the

time saved could be used for meaningful discussion; a second advantage is that the need for informal translations of modifications to draft decisions would be minimized.

III. Date of next meeting

7. The Bureau agreed to hold its next meeting on Tuesday, 3 June 2014 starting at 10.00 a.m.

Annex II

Results of the second meeting of the 2014–2015 Bureau of the Inland Transport Committee (3 June 2014)

I. Attendance

1. The meeting was chaired by Jerzy Kleniewski (Poland) and was attended by the following members: Farid Valiyev (Azerbaijan), Kristof Schockaert (Belgium), Isabelle Paillet (France), Björn Oriwohl (Germany), Antonio Erario (Italy), Bob Oudshoorn (Netherlands), Sergey Andreev (Russian Federation), Jean-Claude Schneuwly (Switzerland), Mykhailo Harmash (Ukraine)¹ and Ricardo Pascual Bremon (European Commission). Sergei Dubina (Belarus), Adriana Pacuraru (Romania) and Takhir Aliev (Uzbekistan) were not present.

2. Members were reminded that, in accordance with the Bureau's Rules of Procedure, they should appoint a replacement if unable to attend a meeting of the Bureau.

II. Adoption of the agenda

3. The Bureau adopted its provisional agenda (TRANS/BUR.2014/4).

III. Taking stock of the seventy-sixth session of the Inland Transport Committee

4. The Bureau discussed the outcome of the seventy-sixth session of the Committee (Informal document No. 1), noting that the event had been successful also in terms of the level and duration of attendance. The Bureau was of the opinion that changes in the format of official documents were useful. Among these changes, the inclusion of short summary notes on each official document and the citing of envisaged decisions in the annotated agenda were considered particularly favourably. At the same time, the Bureau encouraged more structured interventions of the agenda items to improve the intensity and depth of interactions within certain agenda items and emphasized the need to ensure that adequate time is given to the review of activities of Working Parties especially when their Chairs are present.

5. The Bureau expressed its full support for the project to install an e-mail notification system that allows interested parties to be informed that documents have been uploaded on the dedicated web pages of the ITC and its subsidiary bodies (Informal document No. 2). After reviewing the key parameters of this project, the Bureau was of the opinion that the system should be developed with a view to eventual deployment to all ITC subsidiary bodies and possibly, other ECE subprogrammes, if relevant. The Bureau also noted that this system could facilitate economy in paper printing of official documents that are currently being distributed through existing and sometimes outdated distribution lists. The Bureau requested the secretariat to update it on the progress of the project at its next session in November 2014. Several Bureau members asked for the opportunity to unsubscribe from

¹ Replacing Roman Symonenko.

the distribution list as they look up the documents on the website and do not need to get big packages of papers often after the meetings. The secretariat will follow-up on this.

Documentation

Informal document No. 1, Informal document No. 2

IV. Meeting of the ITC Chair with the Executive Committee

6. The Chairman informed the Bureau about his participation in the meeting of the Executive Committee (EXCOM) of 30 April 2014, noting the high level of participation and interest. At the meeting, EXCOM approved all ITC decisions and expressed its appreciation for the concrete and tangible results and the presentation by the Committee and its subsidiary bodies. The Bureau took note that, following the completion of the review process, EXCOM returned to its practice to meet with the Chairs of Sectoral Committees after their annual sessions.

Documentation

ITC chair report to EXCOM and PowerPoint presentation

V. Follow-up to the governments-only restricted session, i.e. the so-called “Chairs’ meeting”

7. The Bureau recalled that the Chairs of the Committee’s subsidiary bodies and Administrative Committees of legal instruments administered by UNECE, the members of the Bureau and Government delegates from both UNECE and beyond, participating in the seventy-sixth session of the Committee attended the governments-only restricted session, held in the morning of 27 February 2014. The meeting allowed an open exchange by the participants on the strategic issues related to the participation of non-ECE Contracting Parties in the work of the Committee and its subsidiary bodies.

8. The Bureau welcomed the results of this meeting (Informal document No. 3), made comments on the summary of the meeting (e.g. to use more diplomatic wording) and requested the secretariat to circulate it among participants in the form of the conclusions of the ITC Chair.

9. The Bureau recalled that the Committee requested the secretariat to prepare an official document for the next ITC, based on a detailed account of practices by the ITC, its Working Parties and the Administrative Committees with analysis, options and solutions and with a view to consider the utility of a decision on this matter at its seventy-seventh session. The Bureau requested the secretariat to invite Working Parties and Administrative Committees to provide information on this matter throughout the year.

10. The Bureau discussed the upcoming restricted session and whether the title of the meeting should be modified since “Meeting *of* the Chairs (...)” does not adequately reflect the nature of the meeting, which is intended as a governments-only session with the participation of the Chairs of the Committee’s subsidiary bodies and Administrative Committee’s. No final decision on this topic was taken however, and the Bureau agreed to revisit the issue at its November session. In addition, it was noted that correctly it should be read as “Meeting *with* the Chairs (...)”.

11. The Bureau was in general agreement that the restricted session, since it is intended for governments, carried full authority to take decisions. However, the procedure of discussion and deliberations as well as that of decision-making should be clear. To that

effect, the Bureau requested the secretariat to prepare a concept note on procedures of the restricted session.

12. The Bureau requested the secretariat to prepare a concept note on the topic and agenda of the closed session for the next meeting of the Bureau in November 2014, based on inputs from the Chairs of the Committee's subsidiary bodies.

Documentation

Informal document No. 3

VI. Transport, Health and Environment Pan-European Programme (THE PEP)

13. The Bureau was informed about the results of the fourth High-level Meeting on Transport, Health and Environment (4HLM), hosted by the Government of France (14 to 16 April 2014, Paris). The Bureau was also informed about the Paris Declaration that defined THE PEP vision until 2020 including priority goals for action, identified mechanisms to fulfil THE PEP vision, ascertained THE PEP institutional framework and described procedures to share responsibilities as well as financial and in-kind support for THE PEP.

14. The Bureau was updated on the upcoming THE PEP relay race and workshop that is scheduled to place in September 2014 in Kaunas/Lithuania and on the application of the For Future Inland Transport Systems (ForFITS) tool as part of that workshop. The Bureau expressed its strong support for the promotion of UNECE-developed tools on sustainable transport through THE PEP.

Documentation

Paris Declaration

VII. Preparing for the seventy-seventh session of the Inland Transport Committee

15. The Bureau discussed the preparation of the seventy-seventh session of the Committee, based on the draft agenda and programme, including the secretariat's proposals on the possible themes for the policy level segment (Informal document No. 4).

16. The Bureau reviewed three possible topics for the policy segment: (a) the future of passenger transport by rail; (b) autonomous driving in inland transport; and (c) sustainable urban mobility and transport. The Bureau chose sustainable urban mobility and transport as the topic for the Committee's seventy-seventh session and requested the secretariat to prepare a concept note on the policy segment and how to achieve higher levels of participation for the November meeting of the Bureau. Furthermore, the Bureau requested the secretariat to consider which Working Parties should be involved in the preparations and to ensure that representatives from all levels (State, subregional and municipal) would be involved.

17. The timeliness of the topic for the global negotiations on the post-2015 Sustainable Development Goals framework and its strong synergies with the fourth High Level Meeting of THE PEP and the Paris Declaration was noted. The other topics were considered to be of interest though less timely.

18. Informal document No. 5 on the draft outline of the agenda and programme of the seventy-seventh session of the Committee was considered. The Bureau requested that the governments-only restricted session be moved from the final day to the first day of the

session to immediately follow the policy segment. The Bureau also requested the secretariat to prepare the agenda with a tentative timetable of the agenda items.

Documentation

Informal document No. 4, Informal document No. 5

VIII. Resource and staffing requirements of the Transport Division

19. The secretariat informed the Bureau about staffing issues: new staff for the subprogramme, recruitments, pending retirement of senior staff and other related issues. The secretariat also informed the Bureau about fund-raising considerations in support of certain strategic areas of work, such as SafeFITS, ForFITS and THE PEP.

IX. Other business

20. The secretariat informed the Bureau of progress with various analytical activities and publications, including the Climate Change Adaptation and Transport, the Transport Development Index, the updating of the Transport for Sustainable Development paper etc.

21. The Bureau was informed about the status, future use and further development of ForFITS. The value of the tool will be its use and in new opportunities had been presented: invitation from the Environment Division to the Transport Division to participate in an Environmental Performance Review (15-25 September 2014, Georgia); ForFITS as the backbone of the transport chapter in the EPR; interest from the Lithuanian government and the city of Kaunas for ForFITS in preparation for the workshop on urban transport and air quality of THE PEP (24-25 September 2014, Kaunas). A new module on road safety — to be called “SafeFITS” — could fundamentally strengthen ForFITS as a tool for sustainable transport. IRU has expressed interest in financing the development of SafeFITS, given its interest in making road transport safe. The Government of Canada has offered to finance a review of the feasibility of adding a module to ForFITS to cover non-road mobile machinery. These machines are used in mining and agriculture and are thought to contribute 15–20 per cent of CO₂ emissions. It was also pointed out that ForFITS could become a standard tool in the preparation of Nationally Appropriate Mitigation Actions (NAMAs).

22. The Bureau was informed by the secretariat about the current situation and ongoing developments with the difficulties in the implementation of the TIR Convention on the territory of the Russian Federation and about the upcoming extraordinary session of the TIR Administrative Committee (AC.2). The Bureau expressed its concern over the current situation and hoped these questions would be resolved in the upcoming AC.2 meeting.

23. The Bureau confirmed the adequacy of receiving documents a week before Bureau meetings. However, whenever possible, it was better to receive them as early as possible. Special circumstances (i.e. holidays) should be taken into account when the secretariat circulates documents.

X. Date of next meeting

24. The next meeting of the Bureau will be held on Thursday and Friday, 27–28 November 2014.

Annex III

Results of the third meeting of the 2014–2015 Bureau of the Inland Transport Committee (27–28 November 2014)

I. Attendance

1. The meeting was chaired by Jerzy Kleniewski (Poland-Chair) and was attended by the following members: Isabelle Paillet (France – Vice-chair), Sergey Andreev (Russian Federation – Vice chair), Farid Valiyev (Azerbaijan), Kristof Schockaert (Belgium), Björn Oriwohl (Germany), Antonio Erario (Italy), Bob Oudshoorn (Netherlands), Adriana Pacuraru (Romania), Jean-Claude Schneuwly (Switzerland), Mykhailo Harmash (Ukraine)¹ and Ricardo Pascual Bremon (European Commission). Sergei Dubina (Belarus) and Takhir Aliev (Uzbekistan) were not present.

2. Members were reminded that, in accordance with the Bureau's Rules of Procedure, they should appoint a replacement if unable to attend a meeting of the Bureau.

II. Adoption of the agenda

3. The Bureau adopted its provisional agenda (TRANS/BUR.2014/6).

III. Annual report of the Inland Transport Committee

4. The Bureau reviewed the annual report of activities undertaken by the Inland Transport Committee and its subsidiary bodies in 2014 (Informal document No. 1). The Bureau was informed that a summary version would be submitted for the United Nations Economic Commission for Europe (UNECE) Annual Report, while the full and complete version would be available for the Committee session. The Bureau agreed to submit comments on Informal document No. 1 within one week.

Documentation

Informal document No. 1.

IV. Activities of the Executive Committee and the Commission

5. The Bureau was informed about the preparations for the sixty-sixth session of the UNECE (Geneva, 14–16 April 2015). The draft programme of the Commission session of 2015 is available in Informal document No. 2.

Documentation

Informal document No. 2.

¹ Replacing Roman Symonenko.

V. Preparations for the Committee's restricted session (Meeting with the Chairs of the Committee's subsidiary bodies and the Administrative Committees of UN legal instruments)

6. As decided by the Bureau at its June meeting, the secretariat prepared a paper proposing a programme and themes for the restricted session (Informal document No. 3). The Bureau considered a topic for the restricted session and decided that the theme would be "the participation of non-UNECE Contracting Parties to the Committee and its subsidiary bodies".

7. The Bureau was of the opinion that the title of the meeting could be: "The Committee's restricted session – Meeting of the Chairs of the Committee's subsidiary bodies and the Administrative Committees of UN legal instruments". Furthermore, it was reaffirmed that in some cases it might be beneficial to invite intergovernmental and non-governmental organizations if their areas of work were related to the theme(s) of the restricted session.

8. The Bureau recalled that during the Committee's seventy-sixth session, the secretariat was asked to prepare an official document for the Committee's seventy-seventh session on the current practices of ITC subsidiary bodies concerning the participation of non-UNECE Contracting Parties. This document is currently under preparation, so the secretariat provided oral information.

9. The secretariat also provided information on the decision-making possibilities for the restricted session, in response to the Bureau request at its June 2014 meeting (Informal document No. 4). After having considered different procedural aspects, the Bureau was of the opinion that the decision-making procedure of the Committee, as applicable in accordance with the UNECE Rules of Procedure, namely rules 38 to 43, was applicable as well for this part of the Committee session and included the circulation, in advance, of proposed or expected decisions to Permanent Missions. Thus, there was no need for different rules of procedure. The Bureau was of the view that the restricted session was primarily for the exchange of opinions and brain-storming on sensitive horizontal issues that may not be ready for public discussion. A bureau member also asked about "the legal status of the restricted session, as non-UNECE countries cannot be involved in the decision-making process of the Inland Transport Committee". There was general agreement on the current practice of including the conclusions of the restricted session in the "Chair's Summary", and the distribution of the Summary among the participants of the session.

Documentation

Informal document No. 3, Informal document No. 4.

VI. The post-2015 Sustainable Development framework and transport

10. The Bureau was informed about the follow-up activities to the 2012 United Nations Conference on Sustainable Development ("Rio+20"), in particular on the ongoing global negotiations on formulating the post-2015 Sustainable Development Goals (SDGs) and the main developments concerning the position of sustainable transport within the SDG framework. The Bureau requested the secretariat to inform ITC members about key developments and outputs in the ongoing negotiations, including the Secretary General's synthesis report that would constitute an official input to intergovernmental negotiations up until the UN Summit on Sustainable Development Goals that will take place on 28–30 September 2015.

VII. Environment, climate change and transport

11. The Bureau welcomed information from the secretariat on activities to support Governments in mitigating the negative impacts of transport on the environment: on the latest developments in the Transport, Health and Environment Pan-European Programme (THE PEP); on the recent cooperation between the UNECE Environment and Transport Divisions in Environmental Performance Reviews (EPR), the review's chapter on transport; and on the application of ForFITS in THE PEP and EPR. See Informal documents Nos. 5 and 6. Funding had been provided by THE PEP and EPR Trust Funds for these activities. ForFITS is a monitoring and assessment tool for CO₂ emissions in inland transport that includes a transport policy converter to facilitate climate change mitigation (Informal document No. 7).

12. The Bureau was also informed about future opportunities for the use and further development of ForFITS, the new module on off-road mobile machinery and SafeFITS. The Bureau appreciated the tangible support that ForFITS brings to facilitating CO₂ mitigation in transport policies and, as such, the utility for sustainable mobility and transport. At the same time, a Bureau member requested clarification on the mandate and the funding for the application of the tool at a pan-European level. The secretariat explained that the UNDA ForFITS project (www.unece.org/trans/theme_forfits.html) had been finalized without delivering regional or global results of the ForFITS tool due to a lack of time, while "surmounting" original project plans in other areas. ForFITS in the development of sustainable inland transport would also be in the Strategic Framework for 2014–2015 and the Strategic Framework for 2016–2017 of the Transport Subprogramme. See General Assembly documents A/67/6 of 28 February 2012 ([www.un.org/ga/search/view_doc.asp?symbol=A/67/6\(Prog.17\)](http://www.un.org/ga/search/view_doc.asp?symbol=A/67/6(Prog.17))) and A/69/6 of 14 February 2014 ([www.un.org/ga/search/view_doc.asp?symbol=A/69/6\(Prog.17\)](http://www.un.org/ga/search/view_doc.asp?symbol=A/69/6(Prog.17))). In order to implement its work programme it is essential to start collecting data now, as running the model and arriving at regional results without additional resources (consultants) will take a rather long time. It is also important to bear in mind that the results of ForFITS can provide additional information for Governments in assessing transport policies on the sustainability of transport. Furthermore, by using the model, it is expected that valuable feedback will become available, allowing for further fine-tuning. The secretariat took note of the potential sensitivity of ForFITS results and assured Bureau members that all national results will first be discussed with the respective Governments, since the primary objective is to be of service to Ministries of Transport.

13. The Bureau was also informed about the outcome of THE PEP Steering Committee and Symposium (19-20 November 2014, Geneva) (Informal document No. 8) and welcomed the election of Mr. Matthias Rinderknecht of the Federal Office of Transport of Switzerland, as its Chair for 2014–2015. The Bureau also welcomed the presentation by Mr. Björn Oriwohl of the Bureau, to THE PEP Symposium on urban transport work undertaken by the Working Party on Transport Trends and Economics (WP.5).

14. The Bureau supported the decision of WP.5 to continue the work of the Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks and its request for approval at the next session of the ITC.

15. The Bureau took note that the twenty-first United Nations Climate Change Conference (COP21) will be held in Paris, France from 30 November to 11 December 2015 with the objective of achieving a legally binding and universal agreement on climate. The outcome of the COP21 may have important implications for the work of the Committee.

Documentation

Informal document No. 5, Informal document No. 6, Informal document No. 7, Informal document No. 8.

VII. Main developments in vehicle regulations

16. The Bureau was informed about the latest developments in vehicle regulations, in particular concerning the current situation of Draft Revision 3 to the 1958 Agreement, which is expected to be adopted by Contracting Parties at the March 2015 session of the Administrative Committee of the 1958 Agreement and the World Forum for Harmonization of Vehicle Regulations (WP.29).

VIII. Main developments in transport of dangerous goods and sensitive cargo

17. The Bureau noted that all draft amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) adopted by the Working Party on the Transport of Dangerous Goods (WP.15) for entry into force on 1 January 2015 had been proposed to the Contracting Parties and were now deemed accepted. Consolidated amended versions of ADR and ADN had been or were being published. The Bureau was informed that corresponding amendments to other international legal instruments governing the transport of dangerous goods by rail, sea and air, administered by other organizations, had also been agreed by Contracting Parties to these instruments and would also become applicable from 1 January 2014, which would avoid problems of conflicting requirements in multimodal transport and ensure harmonization.

18. The Bureau noted that new or amended recommendations were expected to be adopted by the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and its two subcommittees. These are also expected to be published in 2015 (for implementation by modal organizations through their respective legal instruments as of 1 January 2017).

19. The Bureau noted that in response to concerns expressed by some delegations at the last session of the ITC, the seventieth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) (Geneva, 7–10 October 2014) had discussed its voting procedures for decision-making and had established an informal working group under the leadership of Belgium to discuss the issue in detail and to report its findings back to WP.11.

20. It also discussed various options for extending the scope of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) to include fresh fruit and vegetables and the conclusion of multilateral agreements in accordance with article 7 of the Agreement.

IX. Activities related to transport safety and particularly to road traffic safety

21. The Bureau was informed by the secretariat about the endorsement by the competent bodies within the International Maritime Organization (IMO) and the International Labour

Organization (ILO) of the Code of Practice for Packing of Cargo Transport Units (CTU Code) and its potential global implications in terms of strengthening transport safety.

22. The Bureau was informed about progress with a pilot project for a safety database related to both the mandatory reporting of occurrences during the inland transport of dangerous goods and to risk evaluation. The ITC had encouraged Contracting Parties to the Regulations concerning the International Transport of Dangerous Goods by Rail (RID), ADR and ADN to participate actively in this project (ECE/TRANS/240, para. 79). It had been agreed that the secretariat could host the database and allow member States to access it through the UNECE website. A new version of the database module was made available on the UNECE website for the carrying out of the pilot project with data inputs from volunteer member States. At its spring 2015 session, the Joint Meeting will consider the different possible ways of entering data into the database and of extracting information.

23. The secretariat informed the Bureau of the latest developments concerning the follow-up to General Assembly resolution A/66/260 and about several events of capacity-building or policy dialogue nature organized by UNECE in cooperation with key partners. In particular, it announced that the Third UN Global Road Safety Week will take place on 4–10 May 2015. On UNECE Transport Division cooperation with private partners, one bureau member requested clarification on the criteria identifying the partnerships, in particular for road safety events, where, for example, the alcoholic beverage sector may be involved. The secretariat clarified that such partnerships apply to non-governmental organizations that have a consultative status with the United Nations Economic and Social Council (ECOSOC).

24. Information was also provided by the secretariat on the latest developments in regulatory changes that are currently affecting transport safety.

X. Activities related to road transport and particularly to the progress towards the modification of the AETR and the finalisation of the OMNIBUS Agreement

25. The secretariat informed the Bureau on the progress made with the amendment of the European-Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), following the Committee's request to the AETR Group of Experts to reach consensus on amending AETR Article 22bis to ensure the equitable treatment of all AETR Contracting Parties.

26. Information was also provided by the secretariat on the latest developments concerning the finalization of the OMNIBUS Agreement. A special session of the Working Party on Road Transport (SC.1) focusing on the AETR and the finalization of OMNIBUS (back to back) will be proposed for 27–29 April 2015.

XI. Activities related to customs questions affecting transport and particularly to the implementation of the TIR Convention

27. The Bureau was informed by the secretariat on the unresolved issues of the implementation of the TIR Convention on the territory of the Russian Federation and about reactions by Contracting Parties to the unresolved issues, including developments in Ukraine.

28. The Bureau took note of progress made in the e-TIR project. In this regard, a Bureau member pointed out the various agreements under the purview of ITC work on the digitalization and collecting of data related to cargo (e.g. the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road [CMR] concerning the Electronic Consignment Note [e-CMR], Rotterdam Rules, customs) and requested the secretariat to explore possibilities for potential synergies between these endeavours.

29. The Bureau was also informed about possible new accessions to the TIR Convention (China, Pakistan).

XII. Comprehensive Ten-Year Review Conference of the implementation of the Almaty Programme of Action

30. The Bureau was informed about the UNECE contribution to and participation in the comprehensive ten-year review Conference on the Implementation of the Almaty Programme of Action on 3–5 November 2014 in Vienna, and about the adopted Vienna Programme of Action.

XIII. Intelligent Transport Systems

31. The Bureau was informed about the success of the annual flag-ship workshop on Intelligent Transport Systems (ITS) that was co-organized with the Government of Belgium on 17–18 November, 2014.

32. The Bureau took note that the twenty-second ITS World Congress would take place in Bordeaux, France on 5–9 October 2015 and that the possibility of links with the annual flagship workshop on ITS would be explored.

33. In order to coordinate all actions on ITS, the Bureau supported systematizing the coverage of ITS in the work of the ITC and to strengthen its visibility.

XIV. The link between technical cooperation and analytical activities

34. The Bureau was informed about technical cooperation and analytical activities of the Transport Division.

35. The Bureau welcomed progress made on the implementation of two UNDA-funded projects. The first was on a customs-to-customs electronic document exchange led by UNECE. The second UNDA project was on "Strengthening connectivity of countries in South and Central Asia, particularly Land-locked Developing and Least Developed Countries, to link with subregional and regional transport and trade networks" led by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

36. The secretariat also provided information on the UNDA project proposal on "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition". Bureau members requested complete information on the ongoing projects in technical cooperation and analytical activities, the status of the projects and the funding mechanisms involved and in place. The secretariat informed Bureau members that a full report would be made to the ITC on technical assistance and advisory services, as well as on analytical activities. There would also be an ITC document on the planned publications for the biennium of 2016–17. The secretariat

informed the Bureau that all UNECE extra-budgetary projects and activities are published on the UNECE website of the Executive Committee (EXCOM).

XV. Connectivity and the Euro-Asian Transport Links (EATL), Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

37. The Bureau was informed by the secretariat about the current state of affairs of the management of the Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects and expressed its hope that the location and hosting of the TER Project Coordination Office would be resolved in a timely manner. The host country agreement with Slovakia would expire at the end of 2014.

38. The Bureau was also informed about the recent activities of the Euro-Asian Transport Links (EATL) Group of Experts, including the eleventh session of the Group and the preparations for the Euro-Asian Transport conference to be held in the spring of 2015 under the Latvian presidency of the European Union.

39. Information was provided by the secretariat about the High-level International Conference on the Role of Transit Transport Corridors in Ensuring International Cooperation, Stability and Sustainable Development (Ashgabat, Turkmenistan, 3–4 September 2014). The Conference, hosted by the Government of Turkmenistan and opened by the President of Turkmenistan, was co-organized by the UNECE, UNESCAP and the International Road Transport Union. The Government of Turkmenistan submitted a Draft General Assembly Resolution on Transport and Transit corridors which was under discussion in New York.

XVI. Progress towards unified railway law

40. The Bureau was informed about the development of unified rail law and results of the sessions of the Group of Experts towards Unified Railway Law that aimed to prepare a legal framework for rail transport – the first to be applied in the region that stretches from the Atlantic to the Pacific – with rules equivalent to those available for road, air and maritime transport.

41. The Bureau considered the extension of the mandate of the Group of Experts Towards Unified Railway Law, which was set to expire at the end of 2014. Given the need to organize meetings between the end of the mandate of the Group of Experts and the upcoming seventy-seventh session of the Committee, the Bureau decided the extraordinary approval of the extension of the mandate for one more year in order to avoid losing the momentum that had been created. The Bureau also requested the secretariat to submit the request to EXCOM for consideration at its December 2014 session, and decided to inform the Committee accordingly.

XVII. Consideration of items of the agenda for the seventy-seventh session of the Inland Transport Committee

42. The Bureau considered the Provisional Agenda of the seventy-seventh session of the Committee (ECE/TRANS/247) and the Annotated Provisional Agenda (ECE/TRANS/247/Add.1).

43. The Bureau had agreed at its June meeting that the seventy-seventh session should start with a half-day policy segment organized around the theme of sustainable urban transport and mobility. The Bureau endorsed the concept note and took note of the draft agenda and programme of the policy segment, (morning of 24 February 2015, (Informal document No. 9)) with the following modifications and comments: (i) include the theme of city logistics and freight transport in one or more of the presentations when inviting speakers; (ii) the moderator should possibly be an academic able to navigate among the different subjects and facilitate a lively discussion based on the presentations; (iii) the policy segment must be organized in a way that the audience is actively brought into the debate. The secretariat asked the Bureau if there was a possibility for funding the speakers or the moderator.

44. The Bureau decided to organize the restricted session right after the policy segment with the aim of creating a policy-oriented focus during the first day of the ITC session and possibly attract high-level participation.

45. The Bureau focused on those items of the agenda that needed consideration, required decisions or were of a political nature.

Documentation

Draft ECE/TRANS/247 and Add.1, Informal document No. 9.

XVIII. Other business

A. Resource and staffing situation of the Transport Division

46. The Bureau was informed of the recent and on-going recruitment processes in the Division, as well as of initiatives planned to strengthen the secretariat through extra-budgetary funding, including in the form of secondments of national experts, in support of concrete activities. To this end, letters to the heads of UNECE missions are being prepared. The Bureau instructed the secretariat to provide as soon as possible information on possible secondments, the rules applicable and the areas of work. The selection process for the two managerial P-5 posts in the Secretariat who are expected to start in January 2015, so far has been carried out with the Bureau "kept in the dark". The Bureau expressed its disappointment regarding the protracted duration of the process and requested the Secretariat for improvements in this respect in the future.

47. As a tradition, the Director of the Transport Division gave detailed information about all the staffing changes due to re-recruitment or filling vacant posts. No names were announced out of prudence despite the specific and repeated request by the chair². It is indeed a long process to recruit staff and in 2014 the situation has been particularly difficult because of the extraordinary high number of recruitments at all levels. Furthermore, recent changes in the verification of candidates by Human Resources services can become particularly lengthy.

² The selection of a recommended candidate for a Job Opening goes through several stages. Once the list of recommended candidates is approved by the Central Review Bodies, the final selection is sanctioned and reconfirmed by the Head of the Department. Furthermore, the notification and implementation of the decision is subject to Medical Clearances and Reference checks. The case is only considered completed for public announcement, once these administrative actions have taken place. These procedures are in accordance with ST-AI-2010-3, and current Standard Operating Procedures from the Office of Human Resources Management.

48. A member of the UNECE Environment Division gave a short presentation on the upcoming eighth Environment for Europe Ministerial Meeting (Batumi, Georgia, 8–10 June 2016), and invited the Bureau to consider providing inputs on the two key themes of the meeting: greening the economy and the abatement of air pollution with regard to transport-related issues.

49. For informative purposes, the member of UNECE Environment Division also gave a short presentation on the current considerations of the Environment Division for alternative ways of improving the predictability and regularity of extrabudgetary resources. These resources account for a relatively high percentage of posts in the subprogramme of Environmental Policy.

50. The secretariat updated the Bureau on UNECE-level plans to develop an e-mail notification system. The e-mail notification system is planned for development in the first quarter of 2015.

B. Date of next meeting

51. The next meeting of the Bureau would be held on Monday, 23 February 2015, in the afternoon.

52. The Bureau also noted that its meeting following the seventy-seventh Committee session would be held on 26 February 2015, in the afternoon.
