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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-eighth session

Geneva, 23–26 February 2016

### Report of the Inland Transport Committee on its seventy-eighth session

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## I. Chair

1. The Inland Transport Committee (ITC or Committee) held its seventy-eighth session from 23 to 26 February 2016, with Mr. Jerzy Kleniewski (Poland) as Chair.

## II. Attendance

2. Representatives of the following UNECE countries participated: Austria, Azerbaijan, Belarus, Belgium, Czech Republic, Finland, France, Germany, Greece, Hungary, Israel, Italy, Kazakhstan, Latvia, Lithuania, Malta, Netherlands, Poland, Portugal, Romania, Russian Federation, Serbia, Spain, Sweden, Switzerland, Turkmenistan, Ukraine and United States of America.
3. Representatives of the following countries also attended under Article 11 of the Terms of Reference of UNECE: Afghanistan, Algeria, Burundi, China, Ecuador, Egypt, Honduras, Iraq (Islamic Republic of), Japan, Jordan, Kenya, Kuwait, Lesotho, Malaysia, Mauritius, Pakistan, Peru, Philippines, Republic of Korea, Sudan, Tunisia, Uganda and Viet Nam.
4. The European Union (EU) was represented.
5. Representatives of the following United Nations departments and specialized agencies attended the meeting: International Labour Organization (ILO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), World Bank and World Health Organization (WHO). The UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) projects were also represented.
6. Representatives of the following intergovernmental organizations also took part in the session: Black Sea Cooperation Organization (BSEC), Central Commission for the Navigation of the Rhine (CCNR), Central European Initiative (CEI), Centre for Transportation Studies for the Western Mediterranean (CETMO), Danube Commission (DC), Eurasian Economic Commission (EEC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Cooperation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC) and Transport Corridor Europe-Caucasus-Asia (TRACECA).
7. The following non-governmental organizations were represented: Federation Internationale de l'Automobile (FIA), International Association of Public Transport (UITP), International Federation of Freight Forwarders Associations (FIATA), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC) and Road Safety Institute (RSI) "Panos Mylonas". The following organizations were also represented: Global Road Safety Partnership, International Road Assessment Programme (iRAP), Por La Via Por La Vida - Liga Contra La Violencia Vial, Sina S.p.A.
8. Representatives of the following bodies attended the session at the invitation of the secretariat: Confederation of the European Bicycle Industry (CONEBI), EuroMed Road, Rail and Urban Transport project (EuroMed RRU), International Transport Award Golden Chariot, INRIX, JSC "PLASKE", Nestlé, Polis Network, SNCF Mobilités, Vienna University of Economics and Business and Ygomi LLC.

### III. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/253 and Add.1

9. The Committee **adopted** the provisional agenda (ECE/TRANS/253 and Add.1).

### IV. Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies (agenda item 2)

*Documentation:* ECE/TRANS/2016/1

10. The Committee **noted** that the Bureau of the Inland Transport Committee, at its June 2015 meeting, had selected the topic of the policy segment and agreed that the first day of the Committee's annual session should be devoted to it. The main conclusions of the policy segment are summarized in ECE/TRANS/254/Add.1, Annex I.

11. The Committee **took note of** the outcome of the high-level policy segment on "Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies" and **agreed** that a short report of the discussions, in the form of moderator's conclusions, be annexed to the Committee report.

### V. Meeting for government delegates only with the participation of the Chairs of the Committee's subsidiary bodies (agenda item 3)

*Documentation:* Informal document No. 1, Informal document No. 1.Add.1 (*restricted*), Informal document No. 11 (*restricted*)

12. The Committee **noted** that the provisional agenda of the meeting was circulated as Informal document No. 1.

13. The Committee **welcomed** the organization of the sixth meeting of the Chairs of the Committee's subsidiary bodies, i.e. the restricted to governments meeting, that had been dedicated to enhancing the role of the Inland Transport Committee in a fast-changing global environment. It **invited** the Working Parties to assess their regional and global activities, the enabling environment and any potential changes that may be deemed necessary for increasing their impact on the ground towards sustainable mobility. **Decided** that the Committee's active communication efforts should be further strengthened if additional resources from extrabudgetary sources are available. The Committee **took note** that the summary of the discussion, in the form of the Chair's note, would be annexed to the ITC report after having been approved by the participating delegates in the restricted session (ECE/TRANS/254/Add.1, Annex II). In recognition of the need for the Committee to adapt to a fast-changing global environment, it **decided** that the secretariat draft a strategy paper with priorities and main directions in consultation with the Bureau, the Chairs of ITC subsidiary bodies and the Administrative Committees of United Nations transport Conventions under the purview of the Committee. This draft strategy paper will then be submitted to the Committee at its seventy-ninth session in 2017. If adopted, it could take the form of an ITC resolution that could then be submitted for endorsement to the Commission at its jubilee session in 2017.

## VI. Strategic questions of a horizontal policy nature (agenda item 4)

### A. Status of accession to United Nations transport agreements and conventions under the purview of the Inland Transport Committee

*Documentation:* ECE/TRANS/2016/2

14. As of 1 December 2015, the total number of Contracting Parties to the 58 United Nations legal instruments in the field of transport administered by UNECE was 1,709, with ten new Contracting Parties to eight legal instruments.

15. The Committee **took note** of the status of signatures, ratifications and accessions to the United Nations legal instruments on inland transport as of 31 December 2015 and **invited** United Nations Member States that had not yet done so, to accede to the transport conventions and agreements with priority to those that support the implementation of the transport related Sustainable Development Goals. It **asked** the secretariat to step up capacity-building to this end.

### B. UNECE analytical work on transport

*Documentation:* ECE/TRANS/WP.5/58, ECE/TRANS/2016/3, Informal document No. 2, ECE/TRANS/2016/4

16. The Committee was **informed** by the secretariat about the analytical activities of 2014 (ECE/TRANS/2016/3), mostly done within the programme of work of the Working Party on Transport Trends and Economics (WP.5).

17. Mr. Kristof Schockaert (Belgium), Chair of WP.5, **informed** the Committee about the analytical activities of 2015 (ECE/TRANS/WP.5/58). WP.5 has the role of a think tank which leads policy discussions on subjects of a horizontal nature and that are relevant for the Committee and its subsidiary bodies, linked to the legal and regulatory framework of inland transport and important for governments.

18. The Committee **welcomed** the publication on "Sustainable Urban Mobility and Public Transport in the ECE Capitals" (Informal document No. 2). **Recalling** its decision of 2014 to regularly review the developments in urban mobility and transport, and particularly, the inter-linkages between urban, regional, national and international transport networks and services, it **invited** WP.5 to continue addressing urban mobility issues.

19. The Committee **took note** of the preparations for the next transport trends and economics publication which will be on "Financing Transport Infrastructure and Innovative Solutions" and **requested** the secretariat to make it available for the ITC session in 2017. This publication is a follow-up to the Committee's session in 2013 and to the joint WP.5, EATL, TEM and TER workshops in 2013 and 2014.

20. The Committee was also **informed** about the work of WP.5 on ports hinterland connections and on the development possibilities of an international observatory on ports and hinterland connections.

21. The Committee **welcomed** the results of the workshops on: (a) "Road and Rail transport corridors along Europe and Asia" where all initiatives / projects operating along these corridors were represented, and (b) "Vulnerability and Security of Critical Transport Infrastructure", which was a contribution to the Inland Transport Security Forum of the Committee. The Committee **considered and approved** the establishment of the Group of

Experts on Benchmarking Transport Infrastructure Construction Costs, including innovations, based on the terms of reference included in document ECE/TRANS/2016/4 and according to the ECE Rules and Procedures, subject to EXCOM approval. The secretariat should ensure that all relevant documentation for the Group's meetings during 2016, 2017 and 2018, such as agendas, reports and series of official documents, is provided by UNOG services in the three official languages of UNECE on time.

22. The Committee **recalled** the publication on "Transport for Sustainable Development" that was prepared as a forerunner for awareness-raising for the Rio+20 meeting and presented to the sixty-fourth session of the United Nations Economic Commission for Europe in 2011. The Committee **welcomed** the publication "Transport for Sustainable Development – The case of Inland Transport" that had been officially launched at its seventy-eighth annual session. It **expressed its appreciation** for the fact that this paper is the result of the cooperation among the United Nations regional commissions, i.e. ECA, ECLAC, ESCAP, ESCWA and ECE in the lead, as well as with the International Road Transport Union (IRU) and the International Union of Railways (UIC). The Committee **welcomed** the initiative for comments and virtual dialogue at [sustainable\\_inland\\_transport@unece.org](mailto:sustainable_inland_transport@unece.org) and **invited** participants to engage in the follow up to the paper. It **invited** the secretariat to explore within existing resources if this publication can become recurrent every 4–5 years so that it could become a resource gateway for exchanges of information on best practices in sustainable mobility.

23. The Committee **noted with satisfaction** that the five regional commissions considered continuing this cooperation and, under the leadership of ECLAC, by preparing a follow-up edition "Transport for Sustainable Development – The case of Maritime Transport", in which hinterland connections will be also featured.

### C. Policy dialogue and technical assistance to countries with economies in transition

*Documentation:* ECE/TRANS/2016/5

24. The Committee **took note** of the technical assistance and policy dialogue activities of the Sustainable Transport Division, including the Special Programme of Economies of Central Asia (SPECA) Project Working Group on Transport and Border Crossings (PWG-TBC) which is serviced jointly with ESCAP.

25. The Committee was **informed** about the ongoing UNDA-funded projects: (a) "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration", and (b) "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition projects" (ECE/TRANS/2016/5).

26. EuroMed RRU informed the Committee about the EuroMed RRU/UNECE coordinated efforts in promoting best European practices on international transport legislation in the EuroMed region and the concrete and sustainable results. The Committee **welcomed** this cooperation, **expressed its satisfaction** for the results and **thanked** EuroMed RRU for its efforts in promoting harmonization of transport legislation in the EuroMed region and for advocating the accession and implementation of the United Nations main road transport agreements.

## D. Environment, climate change and transport

### 1. ITC follow-up to Rio+20 and the 2030 Development Agenda

*Documentation:* ECE/TRANS/2016/6

27. The Committee was **informed** about the follow-up activities to the 2012 United Nations Conference on Sustainable Development ("Rio+20") and the conclusion of global negotiations on the post-2015 Sustainable Development Goals (SDGs). The Committee **expressed its satisfaction** for the inclusion of transport priorities in several key goals of the SDG framework (see ECE/TRANS/2016/6 for detailed information). The Committee **welcomed** the mapping of the SDGs and the activities of the Committee and its subsidiary bodies.

28. The Committee **was also informed** about the work of the United Nations Secretary-General's High Level Advisory Group (HLAG) on Sustainable Transport and the Technical Working Group that supported it. **The Committee noted with interest** that a Global High Level Conference on Sustainable Transport is planned to be convened by the United Nations Secretary-General most likely in 2016 as recommended by the Secretary-General's High Level Advisory Group (HLAG) on Sustainable Transport.

29. The Committee **welcomed** the renaming of the ECE Transport Division to Sustainable Transport Division.

### 2. Mitigation of environmentally harmful effects of inland transport

*Documentation:* Informal document No. 3, Informal document No. 13, ECE/TRANS/2016/7

30. The Committee **welcomed** information about the application of the For Future Inland Transport Systems (ForFITS) tool<sup>1</sup> in UNECE countries as well as the regional ForFITS study (ECE/TRANS/2016/7 and Informal document No. 13). ForFITS is a monitoring and assessment tool for CO<sub>2</sub> emissions in inland transport, including a transport policy converter to facilitate climate change mitigation.

31. The Committee **welcomed progress** and **expressed its support** for the application of the For Future Inland Transport Systems (ForFITS) tool as part of the activities to support governments in mitigating the negative impacts of transport on the climate, as well as the development of the Non-Road Mobile Machinery Module. The Committee **considered** it important to mainstream the use of the ForFITS tool. To this end the Committee identified the following areas for action: (i) regularly update the UNECE regional review of CO<sub>2</sub> emissions from inland transport and country reviews on demand; (ii) methodological and capacity-building activities to improve data availability and quality; (iii) improved web-user interface; (iv) development of a corresponding module on local pollutants; and (v) training on the use of the tool. As most of these activities will be subject to extrabudgetary funding, the Committee **called for** donor support.

32. The Committee was also **informed** about the recent cooperation between the ECE Environment and Sustainable Transport Divisions on Environmental Performance Reviews. As part of the third Environmental Performance Reviews of Georgia, Belarus and Tajikistan, chapters on Transport and Environment had been prepared by Sustainable Transport Division staff (Georgia, Belarus) or were in preparation (Tajikistan). All chapters were based on ForFITS assessments of transport-generated emissions and policy choices

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<sup>1</sup> Originally developed by UNECE, in cooperation with other United Nations Regional Commissions and funded by the United Nations Development Account.

for the mitigation of these emissions (Informal document No. 3). The Committee **welcomed** the continued good cooperation between the ECE Environment and Sustainable Transport Divisions on Environmental Performance Reviews and **invited** the secretariat to explore how ITC could contribute to the upcoming Batumi Ministerial Conference in 2016, taking into account the activities already undertaken by international organizations such as IMO and ECE Sustainable Transport Division to improve air quality.

### 3. Impacts of climate change on international transport networks and adaptation requirements

*Documentation:* ECE/TRANS/2016/8

33. The Committee was **informed** about the twenty-first United Nations Climate Change Conference (COP21) and its potential importance for the work of the Committee (ECE/TRANS/2016/8). The Committee **was also informed** about the activities of ECE and ITC. The Committee, in light of COP21 (Paris, 30 November to 11 December 2015) and its agreement on climate, **decided to strengthen** its efforts and impact in the global fight against climate change.

34. The secretariat **informed** the Committee about the results of the two meetings of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes, held in Geneva in 2015 and 2016.

35. The Committee **expressed its full** support to the "Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes" under WP.5 that is expected to analyse: (i) the need for establishing inventories of transport networks in the ECE region that are vulnerable to climate change impacts, (ii) the usage or development of models, methodologies, tools and good practices to address potential and/or extreme hazards, and (iii) the compilation of case studies on the potential economic, social, and environmental consequences of the climate change impacts.

## E. Transport, Health and Environment Pan-European Programme

*Documentation:* ECE/AC.21/SC/2015/6

36. Mr. Matthias Rinderknecht, Outgoing Chair of the Transport, Health and Environment Pan-European Programme (THE PEP), **informed** the Committee about the latest achievements of the Programme. The Committee **took note** of the report of THE PEP Steering Committee on its thirteenth session (17–18 November 2015) (ECE/AC.21/SC/2015/6).

37. The Committee also **took note** that THE PEP had organized a symposium on "Reducing transport-related emissions for a better environment and human health" (Geneva, 17 November 2015) in line with the Paris Declaration Goal 3 ("To reduce emissions of transport-related greenhouse gases, air pollutants and noise"). The proceedings of the Symposium would be used as inputs for the eighth Environment for Europe Ministerial Conference that will be convened by the ECE Environment Division in Batumi, Georgia, in 2016.

38. The Committee **considered** taking actions on strengthening the presence of the transport sector in this multisectoral cooperation and **assessed** its interest in contributing to the fifth High-level meeting that will take place in Vienna in 2019.

39. The Committee **expressed its appreciation** to Switzerland for the excellent chairmanship of THE PEP during 2015 and to the Russian Federation for hosting the urban transport workshops in 2015; **invited** Transport Ministries to participate in this tri-partite

programme; **expressed its support** for THE PEP Partnership for Cycling Promotion and the planned master plan.

## F. Intelligent transport systems

*Documentation:* ECE/TRANS/2016/9, Informal document No. 4, ECE/TRANS/2016/10

40. The Committee was **informed** about the status of implementation of the ITS Road Map that was launched at its seventy-fourth session (ECE/TRANS/2016/9).

41. The Committee was also **informed** about the outcome of the joint France-ECE workshop on Intelligent Transport Systems (ITS) "ITS for Sustainable Mobility and the Mitigation of Climate Change" (7 October 2015, Bordeaux, France).

42. The Committee **took note** of the "Bordeaux Manifesto – ITS addressing Climate Change" resulting from the Ministerial round table at the 2015 ITS World Congress in Bordeaux (Informal document No. 4). The Committee **considered** the status of ITS in its work and that of its subsidiary bodies.

43. The Committee **expressed its appreciation** to the Government of France for hosting the ECE flagship annual ITS round table during the twenty-second ITS World Congress (5 to 9 October 2015, Bordeaux, France). Based on the Ministerial Declaration on ITS from Bordeaux and the conclusions of the Committee's High-level Policy Segment, the Committee **underlined** the need for regular policy dialogue on the transformation of the transport sector through increased use of Information and Communication Technologies.

44. At its last session, the Committee had invited WP.1 and WP.29 to seek novel institutional approaches on the issue of more advanced vehicle automation vis-à-vis the driver's role (ECE/TRANS/248, para. 42 (d)). The Committee **was informed** that WP.1 and WP.29 had designated two groups, the WP.29 Informal Working Group on ITS/AD and a new WP.1 Informal Group of Experts on Automated Driving to work closer on these issues.

## G. Continued support to land-locked countries: The Vienna Programme of Action

45. The Committee was **informed** about future United Nations actions in landlocked developing countries and the expected role of regional commissions, following the adoption of the Vienna Programme of Action for Landlocked Developing Countries for 2014–2024.

46. The Committee **expressed its support** for the new Vienna Programme of Action and **noted** that most of the ITC activities have a direct positive impact on those countries.

47. The Committee **took note of** the statement by the Deputy Minister of Automobile Transport of Turkmenistan on Turkmenistan's progress in promoting sustainable transport and mobility, including sustainable infrastructure projects. The Committee **welcomed** information about the adoption by the United Nations General Assembly on 22 December 2015 of Resolution A/RES/70/197 "Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors" that was presented by Turkmenistan and co-authored by 84 countries. The Committee **thanked** Turkmenistan for organizing a side event on the occasion of the ITC annual session to raise awareness on the United Nations Resolution, and to promote international cooperation to improve transport connectivity, especially for landlocked countries, in a sustainable way.

## H. Inland transport security

48. The Committee was **informed** about the results of the workshop on "Vulnerability and Security of Critical Transport Infrastructure" which took place during the twenty-eighth session of WP.5. The secretariat also **informed the Committee** about results of the workshop on inland water transport security held in conjunction with the forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation.

49. The Committee **welcomed** the next Inland Transport Security Discussion Forum, scheduled to be held on 17 June 2016 on Securing Global Transport Chains and **invited** Governments and relevant international organizations and stakeholders to take active part. The Committee **took note** that the secretariat would post the draft programme of the Forum in the coming weeks and **invited** Governments to actively support and contribute to sessions of the Forum and to take into account, when relevant, the activities undertaken by other international organizations such as IMO to improve transport security.

50. The Committee **took note** of the statement of Belgium on the security of inland navigation that there is a need to have available trustworthy and harmonized information when developing security measures on the security of inland navigation and that there is also a need to take into account the geographical specificities on the different basins in the region themselves. It **emphasized** that developing security measures for inland navigation should be cautiously developed and could only be effective and efficient if they are developed at a pan-European level.

51. The secretariat of the Danube Commission provided the Committee with a presentation on the progress of its work and activities with regard to the development of the new topic of security of ships, which represent the core of its recommendations for Ensuring Security of Navigation on the Danube, released by the Danube Commission with DC/SES 83/16 from 2014. As a consequence, a new international expert platform on Ship Security will soon be entered into function at the Danube Commission.

## VII. Strategic questions of a modal and thematic nature (agenda item 5)

### A. Project related activities

#### 1. Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

*Documentation:* Informal document No. 5

52. Mr. Andrzej Maciejewski, Project Manager of the Trans-European North-South Motorway (TEM) Project, and Mr. Gennady Bessonov, Project Manager of the Trans-European Railway (TER) project **informed** the Committee about the recent developments in the TEM and TER Projects, including the current state of management. The Committee **was informed** about the TER Project Host Country Agreement, status of TER Project Manager and Deputy Manager, as well as the TEM Project Manager.

53. The Committee **expressed its appreciation** that Poland continues to support the Trans-European North-South Motorway (TEM) project by a project office and manager and that the Republic of Serbia has agreed to host the Trans-European Railway (TER) Project Central Office for the next two years and that the Russian Federation continues to support it with a project manager. It **requested** the secretariat to accelerate the completion of any remaining administrative procedures, and the project managers to accelerate project

deliveries at a high quality, including the preparation of TER high-speed master plan and TEM road infrastructure safety review. The Committee **invited** the relevant Working Parties to continue supporting these infrastructure projects, and further strengthen synergies and report on the results at the next Committee session.

## 2. Euro-Asian Transport Links (EATL) Project

*Documentation:* ECE/TRANS/2016/11

54. The Committee was **informed** about recent activities of the EATL Project as well as the ongoing discussions on funding. The Committee **approved** the extension of the mandate of the EATL Group of Experts for one more year (ECE/TRANS/WP.5/58, para. 34), based on the same terms of reference as approved by the Executive Committee at its sixty-second meeting, and upon approval by EXCOM.

55. The Committee **encouraged** Governments to participate more actively in the activities of the EATL Group of Experts, and **invited** them and other donors to contribute to the EATL budget preferably on a project basis. The Committee **asked** the secretariat to organize an EATL conference at the closure of the third phase.

56. The Committee also **expressed its appreciation** for the financial support of the EATL project from the Government of the Russian Federation.

## B. Harmonization of vehicle regulations

*Documentation:* ECE/TRANS/WP.29/2015/1/Rev.2, ECE/TRANS/WP.29/2015/40, ECE/TRANS/2016/12, ECE/TRANS/WP.29/2015/112

57. Mr. Antonio Erario, Vice-Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) and AC.1 and Chair of GRSG, **informed** the Committee about the most recent developments in the work of WP.29, its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement.

58. The Committee was also **informed** about the progress of the activities in the programme of work of the World Forum and its Working Parties (ECE/TRANS/WP.29/2015/1/Rev.2).

59. The Committee **noted** that over 40 informal groups worked during 2015 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 136 existing United Nations Regulations annexed to the 1958 Agreement, 16 UN Global Technical Regulations associated to the 1998 Agreement and two UN Rules annexed to the 1997 Agreement.

60. The Committee **noted** the number of Contracting Parties to the 1958 Agreement (52), to the 1998 Agreement (35), and to the 1997 Agreement (12).

61. The Committee **was informed** that the new Regulations on vehicle safety, on the performance of Hydrogen-fuelled Fuel Cell Vehicle (HFCV) and on Pole Side Impacts (PSI), had entered into force in 2015. It also **noted** that in 2015, new Regulations on electric powered two wheelers, Electric Vehicles of category L (EV-L) and on Frontal Impact with focus on Restraint Systems (FIRS) had been adopted. The new United Nations Regulations annexed to the 1958 Agreement were expected to enter into force by mid-2016.

62. The Committee **noted** that the Executive Committee of the 1998 Agreement had developed amendments to Global Technical Regulations No. 3 (motorcycle braking) and

No. 4 (World Heavy Duty test Cycle) as well as a new Mutual Resolution No. 2 containing Vehicle System Definitions.

63. The Committee **was informed** about the progress made by the World Forum on drafting Revision 3 to the 1958 Agreement, which incorporates the concept of the International Whole Vehicle Type Approval system, and on increasing the attractiveness of the Agreement for further accessions of emerging economies by allowing the application of previous versions of United Nations Regulations.

64. The Committee **welcomed** the two new vehicle Regulations, the new Mutual Resolution and the 89 amendments adopted in 2015, and **requested** the secretariat to seek ways to increase the visibility of vehicle regulations at a global level.

65. The Committee **reviewed** the progress in amending the 1958 Agreement with the goal to ensure whole vehicle type-approvals and to make the Agreement more attractive for further accessions of emerging economies by allowing the application of previous versions of United Nations Regulations. It **invited** Governments and the secretariat to finalise the concept for establishing a type-approval data centre and present it possibly at the next Committee session. The Committee **highlighted** that this data centre should be financed by the regular budget. In a follow-up, the secretariat will prepare the relevant budget proposals.

66. The Committee **welcomed** the publication of "the United Nations Motorcycle Helmet Study" as part of "WP.29, How it works and how to join it" which examines issues, progress and challenges in efforts to improve the safety and well-being of powered two-wheeler riders, as well as the socioeconomic effects of the appropriate use of UN Regulation No. 22 type-approved motorcycle helmets. It **asked** the secretariat and volunteering Contracting Parties to disseminate its findings.

67. EuroMed RRU reported on its efforts to harmonize vehicle regulations in the region according to the provisions of the United Nations relevant Agreements. Delegates from Jordan and Tunisia reported on results and planned follow-up actions in their respective countries.

### C. Road safety

*Documentation:* Informal document No. 6, Informal document No. 7, ECE/TRANS/2016/13

68. Ms. Luciana Iorio (Italy), Chair of the Working Party on Road Traffic Safety (WP.1) and the secretariat, **informed** the Committee about the main achievements of WP.1 in 2015. They **recalled** that the Committee, at its last session, had welcomed progress in the implementation of the United Nations Decade of Action on Road Safety in the ECE region. They further recalled that the Committee had requested the preparation of a publication highlighting road safety activities implemented in the ECE region as its contribution to the mid-term review of the Decade during the Second Global High-Level Conference on Road Safety (Brasilia, 18–19 November 2015). The Committee was **further informed** about the expected General Assembly Resolution on road safety.

69. The Committee **welcomed** the outcome of the High-level Conference in Brasilia and **thanked** the secretariat for ECE contributions, particularly the most recent road safety publication "Together with ECE on the road to safety". It **invited** Governments to assist in its dissemination. The Committee **reconfirmed** its agreement to the eleven ECE implementation objectives of the United Nations Decade of Action on Road Safety and **asked** the secretariat to report annually on their achievements.

70. The Committee **endorsed** the extension, until the end of 2016, of the mandates of the Group of Experts on Road Signs and Signals and the Group of Experts on Improving Safety at Level Crossings.

71. The Chair of WP.1 conveyed a request of the Working Party to hold, in addition to two regular sessions every year, a third session outside of Geneva in either 2016 or 2017. She also informed the Committee about WP.1 decision to produce a brochure on international driving permit in six official United Nations languages and requested the Committee to provide the necessary mandate. Finally, the Chair drew the Committee's attention to a number of issues faced by WP.1 related to the translation of documents. In particular, she informed the Committee about delays in the translation of session reports, rejection of translation by UNOG Division of Document Management of vital documents into the required non-ECE languages (Arabic, Chinese and Spanish) at the request of the Working Party and resulting delays in translation of such documents provided that the WP.1 request needed to be confirmed by the Committee.

72. The Committee **took note** of the decision of WP.1 to hold two four-day, regular sessions every year. It **concurred** with its request to organize one additional session outside of Geneva in 2016 or 2017 and **reminded** that United Nations rules and procedures are to be followed. The Committee also **requested** the secretariat to ensure the translation and printing of the international driving permit brochure (ECE/TRANS/WP.1/2014/8/Rev.1) in the six official United Nations languages as the brochure is part of the implementation of the United Nations road safety Conventions.

73. The Committee was **informed** about the appointment and activities of Mr. Jean Todt as the United Nations Secretary-General's Special Envoy for Road Safety (Informal document No. 7).

74. The Committee **was informed** that following a request from the ECE Executive Committee and in reference to the Terms of Reference of the United Nations Secretary-General's Special Envoy for Road Safety, a draft options paper had been prepared to facilitate discussions by United Nations Member States for a proposed UN Road Safety Fund. The Committee **was briefed** about the draft options paper, which outlines why such a fund is warranted and lists options for its establishment. During the discussions, it was pointed out that it is important to avoid duplication with other, non-UN funds on road safety and ensure streamlined processes. The sense of urgency was particularly pronounced in the interventions by member States: SDGs require that deaths are halved by 2020, not 2030, so whichever funding options are implemented, need to take into consideration the urgency of tackling the road safety crisis. The Russian Federation informed the Committee that it was planning to submit (on 15 April 2016) to the United Nations General Assembly a draft Resolution on Road Safety.

75. The Committee **welcomed** the appointment of Mr. Jean Todt as the United Nations Secretary-General's Special Envoy for Road Safety and whose activities are of great importance to: (a) mobilize sustained political commitment towards making road safety a priority; (b) promote and raise awareness about the United Nations road safety legal instruments; (c) share established road safety good practices; and (d) try to generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors. It **expressed its satisfaction** for ECE being his secretariat funded from extrabudgetary resources raised by the Special Envoy. The Committee **invited** the Special Envoy to liaise with the most relevant Working Parties (WP.1, WP.29, WP.15). It **asked** the secretariat to keep the ITC Governments informed about the exploration of opportunities to establish a UN Road Safety Fund.

76. The Government of Japan **presented** ECE/TRANS/2016/13 on its interest in becoming a full WP.1 participant (as defined by Rule 1 (a) in TRANS/WP.1/100/Add.1) on

the basis of the "Guidelines for the Establishment and Functioning of the Working Parties within UNECE" (ECE/EX/1, paragraph 2). In its considerations, the Committee **noted** that WP.1 unanimously endorsed Japan's request to become a full WP.1 participant with voting rights and agreed to support Japan's request to the ITC. The Committee **welcomed** the interest of the Government of Japan to become a full WP.1 participant with voting rights and **agreed** to its request (ECE/TRANS/2016/13).

77. The Committee **requested** the secretariat to provide guidance for accession of other non-ECE member States to ITC Working Parties about their accession, taking into account the existing experience in the various Working Parties.

78. The Committee **welcomed** the progress in developing the SafeFITS tool to assist Governments in their road safety decision-making, and **underlined** that it is particularly timely in light of the inclusion of road safety into the SDG targets. It **encouraged** member States to support the project and its envisaged application and **invited** Governments and other stakeholders to match funds for SafeFITS application pilot projects.

79. The Committee also **welcomed** the commencement of the projects carried out in the framework of the United Nations Development Account, "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition" and **noted** the importance of Road Safety Performance Reviews for improving road safety. It **took note** that ECE is the lead project manager, and that the currently participating countries are: Albania, Georgia, the Dominican Republic and Viet Nam. The Committee **welcomed** that the Secretary-General's Special Envoy for Road Safety was planning to co-sponsor the project so that a country from the ECA and ESCWA regions could also participate under the coordination of the relevant regional commissions. It **invited** Governments, IGOs and NGOs to consider ensuring peer-review support to Road Safety Performance Reviews.

80. EuroMed RRU outlined its Technical Assistance activities to Tunisia on road safety training of professional drivers along Directive 2003/59/EC. The delegate from Tunisia reported on the results, the ongoing and planned follow-up actions in Tunisia and relevant changes to the national legislation.

81. The Hellenic Research and Educational Institute for Road Safety and the Prevention and Reduction of Traffic Accidents "Panos Mylonas" gave a presentation on road safety initiatives undertaken by the Institute in Greece and the World.

## D. Road transport

*Documentation:* ECE/TRANS/2016/14

82. Mr. Roman Symonenko (Ukraine), Chair of the Working Party on Road Transport (SC.1) and Chair of the Group of Expert on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) **informed** the Committee about the latest developments in the work carried out by SC.1 and AETR Group of Experts.

83. He reported on the signing of extension of the Memorandum of Understanding which recognizes the Joint Research Centre as the authority responsible for Root and Interoperability Certification for non-EU AETR Contracting Parties. He further spoke about the acceptance and entry into force of an amendment proposal on "e-mobility" issues into the European Agreement on Main International Traffic Arteries.

84. The delegate from the Russian Federation underlined the importance of ensuring equal conditions for AETR Contracting Parties to access to technical regulations on digital

tachograph. He informed the Committee that the Russian Federation would examine such issues at the next session of SC.1.

85. The Committee **expressed its support** for an amendment proposal that would make four non-ECE member States, i.e. Algeria, Jordan, Morocco and Tunisia eligible to accede to the AETR Agreement.

86. The Committee **welcomed** the acceptance and entry into force of an amendment proposal on "e-mobility" issues into the European Agreement on Main International Traffic Arteries.

87. The Committee **was informed** about the secretariat's work with the EuroMed Transport Project that resulted in the "AETR Road Map" report (see Informal document No. 12), and **endorsed** its publication (and printing) in English, French and Russian. The Committee **expressed its satisfaction** on the result of the secretariat involvement in EuroMed project.

88. Finally, the Chair reported about the progress in finalising the global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus). He provided insight into discussions on the draft Agreement at the 110<sup>th</sup> session of SC.1. In particular, he informed the Committee that SC.1 could not reach any consent on Article 25 and Annex 6, point 10 concerning the eligibility of regional economic integration organizations. He reported that the European Union member States had refrained from participating in the discussions on the draft Agreement. He informed the Committee that SC.1 upon the consent of the delegate of the Government of the Netherlands, invited Government of the Netherlands to place the issue of the participation of European Union member States in the OmniBUS discussions on the agenda of the Dutch Presidency of the European Union.

89. The delegate from the European Commission **informed** the Committee that the European Commission received a mandate from the Transport Ministers of the European Union to negotiate an InterBus Agreement – an agreement similar in scope to the OmniBus agreement – with countries neighbouring the European Union. He **informed** the Committee that in the negotiation, the European Commission would take into account the work done for the OmniBus Agreement. He also **informed** that a negotiated proposal of the InterBus Agreement should be made in the first half of 2016.

90. The delegate from Switzerland told the Committee that the OmniBus Agreement reached its final form except for the Article 25 and Annex 6, point 10. He proposed in view of the information provided by the European Commission to wait for the results of its InterBus Agreement negotiations before taking further action.

91. The Committee **expressed its concern** for delays in finalizing a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus), in light of the considerable resources and time that have been devoted to the consideration of this agreement. It **took note** of the information provided by the Chair of SC.1 and the European Commission. The Committee **invited** interested parties to prepare the issue well, prepare proposals and to take an appropriate position at the next meeting of SC.1.

92. EuroMed RRU reported on the elaboration of a Road Map on the accession to and implementation of the AETR Agreement as a joint undertaking of EuroMed RRU and ECE with inputs from the EC Joint Research Centre (JRC). Delegates from Algeria, Israel, Jordan and Tunisia reported on the results and planned follow-up actions in their countries.

93. The Committee **took note** of the presentation by the ILO on the main outcomes of its 2015 Tripartite Sectoral Meeting on Road Transport (Geneva, 12–16 October 2015) which focused on safety and health issues in the road transport sector covering both

passenger and freight. The ILO meeting Conclusions and Resolutions emphasized the need to re-establish level playing fields, in particular for the taxi and long-haul trucking industries. The meeting's report and Conclusions also included discussions on the promotion of the IMO/ILO/ECE CTU Code.

## E. Rail transport

*Documentation:* ECE/TRANS/SC.2/224, ECE/TRANS/2016/15, ECE/TRANS/2016/16, ECE/TRANS/2016/17, ECE/TRANS/2016/18

94. Mr. Akiva Rom (Israel), Vice-Chair of the Working Party on Rail Transport (SC.2), **informed** the Committee about the results of the sixty-ninth session of SC.2 (ECE/TRANS/SC.2/224). The Committee **noted** the cooperation with the TER project on the preparation of the master plan on high speed trains initially in the TER region (2016–2017) and then in the ECE region (2018–2019). It also **noted** the preparation of a detailed Action Plan for monitoring the implementation of Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods (1982). Furthermore, the Committee **was informed** about (a) the approval of important amendment proposals to the AGC agreement prepared in cooperation with the European Railway Agency; (b) about the development of an international rail security observatory; and (c) the preparations for the establishment in SC.2 in cooperation with Economic Integration Division of ECE of a centre of excellence for financing railway infrastructure under PPP schemes. The Committee was also informed about progress made on the work of the informal Group of Experts for a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail.

95. The Committee **asked** SC.2 to accelerate the finalisation of the amendment proposals to the AGC agreement that had been prepared in cooperation with the European Railway Agency, and complete the development of a web platform that will operate as an international rail security observatory. It **welcomed** the progress of the informal Group of Experts on a new convention concerning the facilitation of crossing of frontiers for passengers and baggage carried by rail and **thanked** the Group for its work. The Committee **invited** WP.30 and SC.2 **to organize** an ad hoc meeting in 2016 in cooperation with all interested ITC participants and relevant stakeholders in order to finalize the draft of the Convention and **consider** the development of a compendium of guiding good practices (using the format of work that was used for the elaboration of Annex 9 to the Harmonization Convention) for future adoption by the Committee and opening for signature by interested countries and **to report to the ITC session of 2017** on the progress achieved.

96. The Committee was **informed** about the results of the workshop on "Rail Safety: trends and challenges" held in cooperation with UIC during the last session of SC.2.

97. In the framework of the seventieth session of SC.2, the Committee **decided** to hold a high-level conference concerning the current situation in, and taking a holistic approach on, international rail passenger traffic on the route East – West.

98. On unified railway law, the Committee was **informed** about the results of the Group of Experts on preparing a legal framework for rail transport.

99. The Committee noted that the Group of Experts had managed during its mandate to prepare legal provisions in the contract of carriage and, in particular, on rights and obligations of the parties to the contract of carriage, documentation, liability, assertion of claims and relationship among carriers of a unified railway law. It had done so by taking into consideration good practices already implemented by the CIM-COTIF Convention and SMGS Agreement, as well as other international transport conventions.

100. The Committee **considered** document ECE/TRANS/2016/15 prepared by the secretariat that includes the legal provisions of a unified railway law and also document ECE/TRANS/2016/16 which includes main principles of an appropriate management system.

101. The Committee **adopted** the draft resolution on the Unified Railway Law (ECE/TRANS/2016/17).

102. The Committee **considered and approved** the continuation of the Group of Experts towards Unified Railway Law for one more year based on the new terms of reference in document ECE/TRANS/2016/18, upon approval by EXCOM.

103. Based on the adopted resolution, the Committee **requested** SC.2 to report the results of the Group of Experts towards the Unified Railway Law work as well as to suggest possible next steps of the work on Unified Railway Law at the seventy-ninth session (2017) of the Inland Transport Committee for its consideration and approval.

## F. Intermodal transport and logistics

*Documentation:* ECE/TRANS/2016/19, ECE/TRANS/WP.24/137

104. Mr. Kristof Schockaert (Belgium), Vice-Chair of the Working Party on Intermodal Transport and Logistics (WP.24) **informed** the Committee about the results of the fifty-eighth session of WP.24 (ECE/TRANS/WP.24/137). The Committee **took note** of the work carried out by the Working Party on (i) Intermodal Transport Terminals; (ii) Preparing National Master Plans on freight transport and logistics; (iii) the freight forwarders market and (iv) climate change and intermodal transport as well as the future work that will result from these activities.

105. The Committee **was also informed** about the results of the workshop on "Intermodality leads to sustainability" that had been held in conjunction with the Working Party's session. A number of member State experts, other interested stakeholders including non-governmental organizations and industry groups had attended. The workshop had discussed how intermodal transport and logistics work towards achieving the Sustainable Development Goals.

106. The Committee **noted** that updated information had been provided by member States on national policy measures aimed at incentivising the use of intermodal transport and that this information would be shortly uploaded to the online database.

107. The Committee **noted with satisfaction** that following the endorsement of the CTU Code by the ITC, IMO and ILO in 2014, the text of the CTU Code had been made available in all official United Nations languages, it had gained global acceptance and will be adopted into South African law in 2016. It **encouraged** Governments and key stakeholders **to promote the application** of the CTU Code. The Committee **asked** the secretariat to explore how web-based training on the CTU code could be launched within existing resources.

108. The Committee **approved** the request by WP.24 that detailed Guidelines for national master plans on freight transport and logistics will be produced (ECE/TRANS/2016/19).

## G. Inland water transport

*Documentation:* ECE/TRANS/SC.3/201, ECE/TRANS/2016/20, ECE/TRANS/2016/21

109. Mr. Jaroslav Bimka, Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the latest SC.3 activities (ECE/TRANS/SC.3/201). In particular, the Committee considered the report on the status of implementation of the White Paper recommendations at the seventy-eighth session of the Committee since its adoption in 2011 (ECE/TRANS/2016/20) and proposals for future activities of SC.3.

110. The Committee **considered** secretariat document ECE/TRANS/2016/21, an update of the strategy of SC.3, with the aim of updating the Working Party's terms of reference in this biennium. It **noted with interest** the overview of the activities of SC.3, **recognised** the need for a strategic review and update of the role and Terms of Reference of SC.3, and **asked** SC.3 to submit its recommended new strategy and Terms of Reference possibly at the next Committee session. It **took note** of the statement of Belgium, supported by the Governments of Germany and the Netherlands, that SC.3 should avoid overlap and look for synergies with the experience and knowledge of the river commissions and put the focus on topics where real added value can be created for the pan-European region. The Committee **was informed** about changes in the regulatory environment in inland waterways.

111. The Committee **welcomed** that SC.3/WP.3 will organize a high level international conference of countries with navigable inland waterways in 2017 as part of the implementation of the White Paper recommendations (ECE/TRANS/2016/20).

112. The Committee **noted** that the Working Party had preliminarily adopted the amendments to Annex II "List of inland navigation ports of international importance" to the AGN.

113. The Committee also **noted** that the International Expert Group on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation (IEG) (ECE/TRANS/236, para.30), had held three meetings in 2015.

114. The Committee **took note** that SC.3 had approved a proposal on aligning the AGTC Protocol and AGN which had been transmitted to WP.24 for further consideration.

115. The Committee **was informed** about the publication of the fifth edition of the European Code for Inland Waterways (CEVNI, revision 5) in 2015.

116. The Committee **took note** of the adoption of the third revision of Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS).

117. CCNR stressed three aspects which it considered to be important when developing further strategy of SC.3: complementarity of work rather than duplication, selectivity regarding the pan-European dimension of SC.3 activities and added value. It further mentioned that it would be advisable to set up an international platform for better sharing of IWT developments and technology given that the centre of gravity of inland navigation had moved to Asia, and more particular to China.

118. Ukraine thanked the secretariat for the contribution of SC.3 to the development of E 40 waterway restoration project and stressed the importance of this project at the national level.

## H. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)

*Documentation:* ECE/TRANS/2016/22

119. Ms. Helen Metaxa-Mariatou, Chair of the Working Party on Customs Questions Affecting Transport (WP.30), and Mr. Henrik Lindstrom, Chair of the Administrative Committee of the TIR Convention (AC.2), **informed** the Committee about the main achievements and relevant developments concerning the work of their respective bodies since the seventy-seventh session of the Committee. The Committee **invited** the WP.30 secretariat to continue its advocacy on the Harmonization Convention, 1982 and the TIR Convention, 1975. To that effect, **welcomed** the "Spectrum of Border Crossing Facilitation Activities" prepared by the secretariat with the aim of promoting ECE border crossing facilitation activities and related United Nations legal instruments; and **requested** the translation and printing of the brochure in the three ECE working languages.

120. The Committee **took note** of the contribution of TIR Contracting Parties aimed at further improving and amending the provisions of the TIR Convention, which are currently under discussion in WP.30 and the TIR Administrative Committee (AC.2); and **welcomed** ongoing efforts to further increase transparency in the TIR system and **urged** Governments to finalize pending amendments, particularly on the items of the Convention as mentioned above. It **was informed** about the most recent developments on the implementation of the TIR Convention and **reiterated** its call for full respect of the provisions of the TIR Convention, including the obligation of Contracting Parties, in accordance with its Article 42 bis, to communicate any planned measures that may have an impact on the implementation of the TIR Convention in a timely manner to the TIR Executive Board or AC.2.

121. The Committee also **took note** that the ongoing problems in the implementation of the TIR Convention in the Russian Federation had remained unsolved in 2015. However, per 22 January 2016, a decree by the Federal Customs Service of the Russian Federation had entered into force, listing 45 border crossing posts open for TIR transports at various Russian borders. Although constituting a positive step, the Committee **took note** that various neighbouring countries considered not or not sufficiently having been consulted on the composition of the list, which lacked some important border crossing points.

122. The Committee **took note** that, at its 140th session, WP.30 considered and supported document ECE/TRANS/WP.30/2011/4/Rev.1, containing version 4.1 of the eTIR Reference Model, as a basis for future work of the Group of Experts on Legal Aspects of the Computerization of the TIR Procedure (GE.2) as well as for pilot projects. The Committee was **informed** about the activities of GE.2, whose main task is to provide a specialized and dedicated international platform with the objective of developing the eTIR legal framework.

123. The Committee **welcomed progress** towards the computerization of the TIR system (eTIR) and **encouraged** Governments to actively participate in the development of its legal framework as well as to support the ongoing eTIR pilot projects. It **expressed its support** and **welcomed progress** in the ECE/IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey as well as in the activities and projects carried out in the framework of the United Nations Development Account project: "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration".

124. The Committee **decided to prolong** the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2016.

125. The Committee was **informed** about the recent accession of Pakistan to the TIR Convention, becoming its sixty-ninth Contracting Party, and the interest of countries to join the TIR Convention, in particular, China. To further facilitate the promotion of the TIR Convention, the Committee **supported fully the position** that, pursuant to ECOSOC Resolution 1984/79, the United Nations secretariat continues to ensure that the TIR Handbook be made available in the six official United Nations languages, to further facilitate the promotion of the TIR Convention.

126. The Committee **was informed** by the secretariat about (a) the current situation with regard to the implementation of the Harmonization Convention (1982), and, in particular, progress that is being made in the drafting of a new Annex 10 to the Convention on the facilitation of regulatory procedures and controls at sea ports; (b) the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail (January 1952) and ongoing discussions on a draft a new Convention on the international traffic of passengers by rail.

127. The Committee **was informed** that WP.30 adopted its Terms of Reference and Rules of Procedure at its June meeting, and **endorsed** this decision.

128. Finally, the Committee **welcomed** joint efforts of the secretariat and IRU to promote the TIR Convention and the Harmonization Convention as precursors to or in support of the accession of countries to the World Trade Organization Trade Facilitation Agreement and, in particular, the distribution of a leaflet highlighting the importance and potential benefits to Contracting Parties of both legal instruments.

## I. Transport of dangerous goods

*Documentation:* Informal document No. 8, ST/SG/AC.10/C.3/94 and Corr.1, ST/SG/AC.10/C.3/96 and Add.1, ST/SG/AC.10/C.4/58, ST/SG/AC.10/C.4/60, ECE/TRANS/WP.15/228, ECE/TRANS/WP.15/230, ECE/TRANS/WP.15/AC.1/138 and Add.1, ECE/TRANS/WP.15/AC.1/140 and Add.1–2, ECE/TRANS/WP.15/AC.2/56, ECE/ADN/32

129. Mr. José Alberto Franco, Chair of the Working Party on the Transport of Dangerous Goods (WP.15) **informed** the Committee that the Economic and Social Council adopted resolution 2015/7 on 8 June 2015 on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 8) and that WP.15, the RID/ADR/ADN<sup>2</sup> Joint Meeting and the ADN Safety Committee had already taken or would take action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee **noted** that, pursuant to operative paragraphs 2 of sections A and C, the secretariat had already published the nineteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French and Spanish), the sixth revised edition of the Manual of Tests and Criteria (in the six United Nations official languages) and the sixth revised edition of the Globally Harmonized

<sup>2</sup> Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

System of Classification and Labelling of Chemicals (GHS) (in Chinese, English, French and Spanish). Other language versions should be available soon.

130. The Committee **noted** that in accordance with operative paragraph 1 of section B of ECOSOC resolution 2015/7, the secretariat sought information from all Member States of the United Nations on the contact details of competent authorities responsible for national regulations applicable to the transport of dangerous goods and those entitled to allow the allocation of the "UN" mark on packaging, pressure receptacles, bulk containers and portable tanks. As the number of countries having responded remained rather low, the Committee **urged** all States members of ECE which had not done so, to provide the secretariat with the information requested.

131. The Committee **was informed** that the Sub-Committee of Experts on the Transport of Dangerous Goods and the Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals of the Economic and Social Council had met twice in 2015.

132. The Committee **noted** that the number of Contracting Parties to the ADR remained 48. It also **noted** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force as not all Contracting Parties to the ADR have become Parties to it; thirty-four Contracting Parties had done so, and the Committee **urged** the remaining Contracting Parties to take the necessary steps to allow the Protocol to come into force.

133. The Committee **was informed** that WP.15, the ADN Safety Committee and the ADN Administrative Committee had endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; had adopted amendments specific to ADR and to ADN; had requested the secretariat to prepare consolidated lists of all the amendments which they had adopted for entry into force on 1 January 2017, so that they could be made the subject of official proposals in accordance with the procedures set out in article 14 of ADR and article 20 of ADN. All these amendments should come into force on 1 January 2017.

134. The Committee **endorsed** the requests by WP.15 and the ADN Administrative Committee that the consolidated text of ADR and ADN as they would be amended on 1 January 2017 be published by the secretariat, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

135. The Committee was **informed** by EuroMed RRU about its efforts in promoting accession and full implementation of the ADR Agreement and developing training capacity in EuroMed region in cooperation with ECE and IRU. Delegates from Jordan and Tunisia reported on the results and planned follow-up actions in their countries.

## **J. Transport of perishable foodstuffs**

*Documentation:* ECE/TRANS/WP.11/231, ECE/TRANS/WP.11/233

136. Mr. Telmo Nobre, Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) **informed** the Committee about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventieth session of WP.11 in 2014 (ECE/TRANS/WP.11/231, Annex I).

137. The Committee **noted** that at its seventy-first session (6–9 October 2015), WP.11 had adopted methods for calculating the external surface area of panel vans, which is required for accurately testing the K value of those vans and that a proposal to extend the procedure to include railway wagons other than tank wagons would be considered at the

seventy-second session of WP.11. WP.11 had also adopted provisions on in-service tests for non-independent equipment, the refrigeration unit of which is powered by the engine of the vehicle (ECE/TRANS/WP.11/233, Annex I).

138. The Committee **invited** the secretariat to cooperate with EuroMed in order to make the ATP Road Map (ECE/TRANS/WP.11/2015/9) available as a publication in English, French and Russian.

139. The Committee **expressed its concern** that a proposal to amend the unanimity rule in Article 18.4 of the ATP by requiring at least three objections in order to reject a proposed amendment to the technical annexes to the ATP, while maintaining unanimity for the articles of the ATP itself, had not been accepted. WP.11 also did not accept a proposal to change its practice of putting each amendment proposal to vote. In light of the complications that this situation creates for the ability of WP.11 to facilitate updating and modernizing the legal instruments under its purview, the Committee **strongly encouraged** all involved Parties to accelerate a decision on this matter and **report** to the Committee at its next annual session.

140. The Committee **noted** that, at the request of WP.11, the Executive Secretary of ECE had written to the Ministers of Foreign Affairs of ATP Contracting Parties in December 2014 requesting the contact details of the authority in the country competent to sign multilateral agreements drawn up in accordance with Article 7 of the ATP. The Committee **strongly encouraged** ATP Contracting Parties that had not responded to that letter to do so if they wished to be able to participate in any future multilateral agreements in the ATP framework.

141. The Committee **noted with interest** a suggestion by France to adopt at a future session a resolution recommending the application of ATP to domestic traffic.

142. EuroMed RRU **reported** on the elaboration of a Road Map on the accession to and implementation of the ATP Agreement as a joint undertaking of EuroMed RRU and ECE.

## K. Transport statistics and data

*Documentation:* Informal document No. 9

143. Ms. Olga Kastlova, Chair of the Working Party on Transport Statistics (WP.6), **informed** the Committee about the transport statistics activities and the status of the 2015 E-Road and E-Rail Traffic Census Programmes in accordance with Resolutions Nos.261 and 262 adopted at its seventy-sixth session in 2014 (Informal document No. 9).

144. The Committee **welcomed** the recently published "Annual Bulletin of Transport Statistics for Europe and North America" and the "Statistics of Road Traffic Accidents in Europe and North America" and **asked** for a change in the way these valuable publications are prepared so that they can be made available faster and in a more efficient way. The Working Party was **invited** to assess how this intergovernmental platform could contribute to the use of the ForFITS and SafeFITS tools, as well as how it can support the national monitoring of progress towards sustainable mobility and transport.

145. The Committee also **welcomed** the SPECA Transport and Border Crossing Project Working Group activities related to development of transport infrastructure, transport facilitation and road safety and **asked** the secretariat to explore the possibilities of organizing a regional capacity-building event in the field of transport statistics.

## VIII. Matters arising from the United Nations Economic Commission for Europe (UNECE), the Economic and Social Council (ECOSOC) and other United Nations bodies and Conferences (agenda item 6)

146. The Committee was **informed** by the secretariat about recent matters arising from the UNECE, ECOSOC and other United Nations bodies and Conferences of interest to the Committee.

## IX. Annual Report of activities undertaken by the Committee's subsidiary bodies in 2015 (agenda item 7)

*Documentation:* ECE/TRANS/2016/23, ECE/TRANS/2016/24, Informal document No. 10

147. The Committee was **presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2015 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction (ECE/TRANS/2016/23). These activities took the form of policy dialogue and regulatory work, analytical activities, as well as capacity-building and technical assistance.

148. The Committee **welcomed** the Annual Report of the Sustainable Transport Division servicing the Inland Transport Committee of ECE, the Administrative Committees of legal instruments, the ECOSOC Committee of Experts, the SPECA TBC PWG, THE PEP and the United Nations Secretary-General's Special Envoy. It **invited** Governments as well as the secretariat to actively promote it, in order to improve the visibility of the work undertaken by the Committee and its subsidiary bodies.

## X. Preparations for the seventieth anniversary of the Committee and the Sustainable Transport Division (agenda item 8)

*Documentation:* ECE/TRANS/2016/25

149. The Committee **welcomed information** about the ongoing preparations for the seventieth anniversary of ITC in 2017 and the newly named Sustainable Transport Division and **invited** its member States to provide input to the secretariat on the ceremonial publication by 30 March 2016<sup>3</sup>, i.e. to send information on emblematic transport achievements in their country over the past seventy years, if possible together with a photograph. The Committee's Working Parties were **invited** to consider preparing resolutions for adoption on the occasion of the Committee's seventieth anniversary on topics that are important for their work and **expressed its wish** that these ITC resolutions would then be presented at the sixty-ninth session of the Economic Commission for Europe in 2017.

150. The Committee **took note** of the statement by OTIF which stated that it wishes to work actively towards the seventieth anniversary of ITC and is ready to offer its archives that may contain relevant material dating to the birth of ITC and ECE. The Committee **thanked** OTIF for its offer.

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<sup>3</sup> Due to technical reasons, the deadline is extended until 31 May 2016.

## **XI. Issues for approval by the Committee and of an informative character: Approval of the reports of the Committee's subsidiary bodies (agenda item 9)**

*Documentation:* ECE/TRANS/WP.1/149 and Add.1, ECE/TRANS/WP.1/151, ECE/TRANS/WP.5/58, ECE/TRANS/WP.6/169, ECE/TRANS/WP.11/233, ECE/TRANS/WP.15/228, ECE/TRANS/WP.15/230, ECE/TRANS/WP.15/AC.1/138 and Add.1, ECE/TRANS/WP.15/AC.1/140 and Add.1–2, ECE/TRANS/WP.15/AC.2/56 and Add.1–2, ECE/TRANS/WP.15/AC.2/58, ECE/TRANS/WP.24/137, ECE/TRANS/WP.29/1114, ECE/TRANS/WP.29/1116, ECE/TRANS/WP.29/1118, ECE/TRANS/WP.30/278, ECE/TRANS/WP.30/280, ECE/TRANS/WP.30/282, ECE/TRANS/WP.30/AC.2/123, ECE/TRANS/WP.30/AC.2/125, ECE/TRANS/WP.30/AC.2/127, ECE/TRANS/SC.1/S/396, ECE/TRANS/SC.1/404, ECE/TRANS/SC.1/402, ECE/TRANS/SC.2/224, ECE/TRANS/SC.3/201 and Add.1–2

151. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references into the complete ITC report.

## **XII. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 10)**

*Documentation:* ECE/TRANS/2016/26

152. The Committee **considered** document ECE/TRANS/2016/26, containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2015. The Committee **referred** to the decisions of the Bureau under the relevant items of its agenda.

153. The Committee **noted** that the adoption of the report of the seventy-eighth session will be limited to a list of main decisions. The complete report of the Committee will be circulated at a later stage.

## **XIII. Activities of the Commission and report of the Committee to the Executive Committee (agenda item 11)**

154. The Committee **gave guidance** to its Chair on the key messages in the report — to be prepared in consultation with the secretariat — to the ECE Executive Committee at one of its future sessions.

## **XIV. Approval of the biennial evaluation of the Committee's work for 2014–2015 (agenda item 12)**

*Documentation:* ECE/TRANS/2016/27

155. The Committee **considered** and **adopted** the programme performance assessment for 2014–2015 (biennial evaluation) of the Transport subprogramme (ECE/TRANS/2016/27).

## **XV. Programme of work and biennial evaluation for 2016–2017 and Strategic Framework for 2018–2019 (agenda item 13)**

*Documentation:* ECE/TRANS/2016/28 and Add.1, ECE/TRANS/2016/29, ECE/TRANS/2016/30

156. The Committee **considered** and **adopted** its programme of work for the biennium 2016–2017 (ECE/TRANS/2016/28) for subsequent formal approval by EXCOM. The Committee also **adopted** the addendum to its programme of work (ECE/TRANS/2016/28/Add.1). The Committee **noted** that its Bureau at its session in November 2015 **considered** the draft programme of work for the period 2016–2017 contained in document ECE/TRANS/2016/28 and its addendum and **decided to recommend it** to the Committee for approval.

157. The Committee **considered** and **adopted** the biennial evaluation plan (2016–2017) for the Transport subprogramme contained in document ECE/TRANS/2016/29. The Committee **noted** that at its session in November 2015, the Bureau had considered the biennial evaluation plan and **decided to recommend it** to the Committee for approval.

158. The Committee **considered** and **approved** the draft Strategic Framework 2018–2019 for the Transport subprogramme (ECE/TRANS/2016/30). The Committee **noted** that in accordance with the ECE programme planning process, the draft strategic framework shall be reviewed by the Sectoral Committees, (or their Bureaux when Committees have not met during the last four months of 2015) before submission to the ECE Executive Committee in November/December 2015 and to United Nations Headquarters in early 2016. The Bureau, at its November 2015 session, had considered the draft proposal and **decided to recommend it** to the Committee for approval.

## **XVI. Draft work plan for 2016–2020 (agenda item 14)**

*Documentation:* ECE/TRANS/2016/31

159. The Committee **adopted** its work plan for the period 2016–2020 contained in document ECE/TRANS/2016/31; also **noted** that this document has proven very useful in the past in providing mandates for the work of the Committee's subsidiary bodies in even years, acting as a "bridge" that covers the months between the end of a programme biennium and the approval by the Committee of the Programme of Work for the next biennium. However, following changes in the format of the programme of work that took place in 2015, that contribution of the four-year work plan may no longer be performed. In light of this development, the Committee **decided to discontinue** this document in the future.

## **XVII. Election of officers for the Committee's sessions in 2017 and 2018 (agenda item 15)**

160. The Committee **elected** Mr. Jerzy Kleniewski (Poland) as Chair; as well as Mr. Sergey Andreev (Russian Federation) and Ms. Isabelle Paillet (France) as Vice-Chairs for its sessions in 2017 and 2018.

## **XVIII. Composition of the Committee's Bureau in 2017 and 2018 (agenda item 16)**

161. The Committee **elected** the following Bureau members for a two-year period:

Chair:	Mr. Jerzy Kleniewski	(Poland)
Vice-Chairs:	Ms. Isabelle Paillet	(France)
	Mr. Sergey Andreev	(Russian Federation)
Members:	Mr. Ravil Isgandarov	(Azerbaijan)
	Mr. Sergei Dubina	(Belarus)
	Mr. Kristof Schockaert	(Belgium)
	Ms. Ingeborg Annette Dettbarn	(Germany)
	Mr. Antonio Erario	(Italy)
	Mr. Bob Oudshoorn	(Netherlands)
	Ms. Carmen Giron	(Spain)
	Mr. Jean-Claude Schneuwly	(Switzerland)
	Mr. Roman Symonenko	(Ukraine)

162. A standard invitation will be extended to the European Commission to attend the meetings of the Bureau as an observer.

## **XIX. Schedule of meetings in 2016 (agenda item 17)**

*Documentation:* ECE/TRANS/2016/32

163. The Committee **considered and adopted** the preliminary list of meetings in 2016, based on proposals from the Committee's subsidiary bodies.

## **XX. Transport developments in the European Union (agenda item 18)**

*Documentation:* ECE/TRANS/2016/33

164. The Committee **was informed** by a representative of the European Commission, Directorate-General for Mobility and Transport, about the most important legislative and policy initiatives undertaken by the European Union in 2015.

## **XXI. Developments related to the work of the International Transport Forum (agenda item 19)**

165. The Committee was **informed** by a representative of the International Transport Forum (ITF) about the most relevant activities in the work of ITF. In particular, the Committee **was informed about:** the implementation of the "Quality Charter for

International Road Haulage Operations under the ECMT Multilateral Quota System"; the proposed re-examination of the criteria for ECMT multilateral quota distribution; new quantitative and inclusive project on decarbonisation of transport which will include the development of a computer model covering all modes of transport and dialogue and engagement with many partners; and finally about the forthcoming ITF Annual Summit in Leipzig and opportunities for participation in Ministerial Meeting, round tables, debates with Ministers and leaders of industry, research, civil society, and media, as well as for bilateral meetings and networking.

166. The Committee's Chair invited ITF to familiarize itself with the existing ForFITS model on CO<sub>2</sub> reduction from transport.

## **XXII. Activities of other organizations of interest to the Committee (agenda item 20)**

167. The Committee was **informed** by the secretariat about the intention of Laser International Foundation to organize the Global Road Safety Awareness Raising Film Festival in the Palais des Nations back to back with the Committee's next annual session, in order to honour the seventieth anniversary of the Committee.

## **XXIII. Any other business (agenda item 21)**

### **A. Issues relating to the servicing of meetings and availability of documents by the Committee and its subsidiary bodies**

*Documentation:* ECE/TRANS/WP.1/151

168. The Committee **was informed** by the secretariat about issues encountered in the servicing of meetings and the translations of documents and reports. The Committee was also informed by the secretariat about the request of WP.1 (see ECE/TRANS/WP.1/151, para. 39) on raising the priority of post-session documents, on the translation of documents into the required number of languages (to the limit of the six official United Nations languages) and on the source of such mandates.

169. The Committee **expressed** its concern about issues encountered in the servicing of meetings due to delays in the translation of pre- and post-session official documents and reports by UNOG's Division of Conference Services. It **requested** the secretariat to provide detailed information on the rules that apply to the submission, processing and issuance of pre-session and post-session documentation relating to sessions of intergovernmental bodies serviced by the Sustainable Transport Division, and on their legislative origins. This would allow ITC to consider such rules and propose changes to these rules to the relevant legislative authority, if needed.

170. As these issues are relevant to all ITC bodies, as well as to treaty bodies of global transport legal instruments, the Committee **invited** the most concerned Working Parties and Administrative Committees to prepare a strategic assessment of the issues and challenges with regard to their double functions with regional and global outreach and prepare recommendations on their solutions and present their findings at the next Committee session. Furthermore, the Committee **asked** the secretariat to compile all relevant administrative rules in force that govern translation and other relevant administrative procedures and make this available to the Working Party Chairs and Vice-Chairs, as well as to the Bureau members.

**B. Date of next session**

171. The Committee **noted** that its seventy-ninth session is tentatively scheduled to be held in Geneva from 21 to 24 February 2017.

**XXIV. Adoption of the list of main decisions of the seventy-eighth session (agenda item 22)**

172. The Committee **adopted** the list of main decisions of the seventy-eighth session (Informal document ITC (2016) No. 14).

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