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111th session

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Report of the Working Party on Road Transport on its 111th session

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I. Attendance

1. The Working Party on Road Transport (SC.1) held its 111th session on 25-26 October 2016, chaired by Mr. R. Symonenko (Ukraine). The following United Nations Economic Commission for Europe (UNECE) member States were represented in the meeting: Austria, Azerbaijan, Germany, Hungary, Italy, Latvia, Netherlands, Norway, Poland, Slovakia, Sweden, Switzerland, Turkey and Ukraine.
2. The following non-UNECE members were represented: Algeria, Jordan and Tunisia.
3. The European Union (EU), EuroMed and the following non-governmental organizations were also represented: the Council of Bureaux (CoB), and International Road Transport Union (IRU). Continental Automotive GmbH as observer.

II. Adoption of the agenda (agenda item 1)

4. The Working Party on Road Transport (SC.1) adopted the session's agenda as contained in ECE/TRANS/SC.1/405. The secretariat informed SC.1 that Informal document no. 1 referred to in agenda item 4 (c) has been issued as Informal document no. 9. The secretariat also regretted the omission of the name of Vice-chair, Mr Krzysztof Lewczak of Poland in the annotations under the agenda item 13. Finally, the secretariat informed SC.1 about two informal documents submitted just before the session by the Government of Slovakia on behalf of EU members, Contracting Parties to AETR (Informal documents no.7 and 8).

III. Activities of interest to the Working Party (agenda item 2)

A. National delegations

5. Turkey informed SC.1 about two Turkish companies that have concluded the necessary certification procedures to be able to produce digital tachographs. Turkey also informed that all vehicles registered in Turkey since 1996 have to be equipped with a digital tachograph.

B. International organizations

6. The European Commission reported on the current process of revising the European Union's road transport legislation (561/2006) to verify if it has served its purpose. The ex-post evaluation will be followed by public consultations and impact assessments. Any new legislative proposals are expected by mid-2017.
7. The IRU informed about a study on autonomous vehicles, undertaken together with ITF, ITwF and vehicle manufactures to assess the impact of automation on road transport workforce. The results of the study will be presented at the ITF Forum in Leipzig in 2017. Given the importance of emerging technology, the IRU proposed to organize a half day seminar on the future of road transport during the next session of SC.1. The secretariat reported on the work undertaken by the Working Party on Road Traffic Safety in the field of automated and autonomous driving.
8. Turkey informed SC.1 about the work of the ITF/ECMT Road Transport Group on the "Quality Charter" and the current discussion on reducing the criteria for ECMT quotas to effectiveness and real need. Turkey also reported that the World Trade Organization

began negotiations on trade agreement in services. This agreement is to cover transport services and address other aspects such as eliminating barriers and introducing multi-entry visas for drivers.

C. Activities of UNECE bodies and other United Nations organizations

9. The secretariat informed SC.1 about the results of relevant sessions of the Inland Transport Committee, its subsidiary bodies and other United Nations entities of interest to the Working Party. In particular, the secretariat updated on the key decisions made at the seventy-eight annual session of the Inland Transport Committee (ECE/TRANS/254).

10. The secretariat reminded SC.1 that the Memorandum of Understanding with Joint Research Centre (JRC) recognizing the JRC as the AETR authority for root certification and for interoperability certification for the non-EU Contracting Parties to the AETR will expire at the end of June 2017 and action is required to extend it for another two years.

IV. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) (agenda item 3)

A. Status of the Agreement

11. The secretariat informed SC.1 about the status of the AETR Agreement and the status of the amendment proposal to make four non-UNECE member States (Algeria, Jordan, Morocco and Tunisia) eligible to accede to the AETR Agreement. The amendment proposal was accepted and entered into force on 5 July 2016.

B. AETR Group of Experts

12. The Chair of the Group of Experts on AETR provided an update on the work of the AETR Group of Experts since the last SC.1 session.

13. The Chair of the Group of Experts on AETR informed that the Government of Slovakia submitted an amendment proposal (Informal document no. 7) to introduce new Article 10bis. The Group of Experts considered this document and requested that the amendment proposal be tabled by the Government of Slovakia, observing the necessary document submission deadlines, as a formal document available in three UNECE working languages to the subsequent session of the Working Party on Road Transport.

14. The Chair of the Group of Experts on AETR also reported that the Government of Slovakia submitted Informal document no. 8 which proposes to amend Articles 14 and 22 while deleting Article 22bis of the AETR Agreement. According to the proposal, all future amendments to Appendices 1, 1B, (newly proposed) 1C and 2 are to be done through (modified) procedures listed in Article 22. The proposal also adjusts all relevant parts of the AETR Agreement to accommodate references to EU Regulation 165/2014 and 2016/799. The European Union explained it is important that smart tachographs be recognized by non-EU AETR Contracting Parties as of June 2019.

15. Turkey explained that it was not – in general - in favour of making regional economic integration organizations eligible to accede to the Agreement. As to the implementation of the smart tachographs in the non-EU AETR Contracting Parties (as per

the proposed inclusion of 2016/799 into the new Appendix 1C), Turkey believed that a transition period is necessary by referring to Article 13.

16. At the request of the Group of Experts, the proposal of the Government of Slovakia will be tabled as a formal document for the next session of the Group of Experts to allow the Group to study it, in particular with respect to proposed changes to the procedure on amendments, on making the regional integration organizations eligible to accede and on integrating the smart tachograph in the Agreement.

17. The Chair also informed SC.1 that Turkey had presented to the Group of Experts its project to establish a national driving times and rest periods data monitoring centre.

18. SC.1 took note of the information provided and invited Turkey to provide periodic updates.

V. European Agreement on Main International Traffic Arteries (AGR) (agenda item 4)

A. Status of the Agreement

19. The secretariat informed SC.1 about the status of the AGR Agreement. The number of contracting parties has remained the same since the last SC.1 session.

B. Amendments to the Agreement

20. SC.1 was invited to consider amendment proposals submitted by Norway (ECE/TRANS/SC.1/2016/1) and Finland and Norway (ECE/TRANS/SC.1/2016/2) to Annex I of the Agreement to (respectively) extend E134 from Drammen to Vassum (Norway) and E45 from Karesuando (Sweden) to Alta (Norway).

21. SC.1 adopted the two amendment proposals respectively from Norway and from Finland and Norway. The proposals are attached in Annex I and II.

C. Consolidation of the Agreement

22. At the last session, Germany had requested the secretariat prepare a consolidated version of the AGR agreement, incorporating all amendments adopted to-date since the last consolidation. The secretariat made ECE/TRANS/SC.1/2016/3 available (and related Informal document no. 9) which contains a consolidated version of the AGR Agreement.

23. Germany pointed out an omission on page 21 and ambiguous explanatory note on the cover page. SC.1 requested the secretariat to rectify the omission and to clarify the explanatory note.

VI. Trans-European North-South Motorway (TEM) Project (agenda item 5)

24. SC.1 took note of the information provided about the TEM project. The Regional Advisor, on behalf of TEM Project Central Office, provided information on a recent workshop on building information modelling (Warsaw, Poland) and on a road maintenance workshop (Prague, Czechia). In addition, the contents of the study on Road safety audit and road safety inspection of the TEM network and work leading to the development of the

2017-2021 TEM strategy were shared. The strategy is being prepared with the goal of assisting the implementation of SDGs relevant to road infrastructure development. It focuses on six areas: (i) environment and its protection, (ii) system of roads and motorways - organization and financing, (iii) management of motorway network, (iv) information systems in the management of road infrastructure, (v) innovation, and (vi) road safety.

VII. Convention on the Contract for the International Carriage of Goods by Road (CMR) (agenda item 6)

A. Status of the Convention

25. The secretariat informed SC.1 that the number of contracting parties to this Convention has remained unchanged since the last SC.1 session.

B. Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)

26. The secretariat informed SC.1 that, since the last SC.1 session, only one state (the Russian Federation) has acceded to this Protocol bringing the total number of Contracting Parties to 43.

C. Additional Protocol to the CMR concerning the Electronic Consignment Note

27. The secretariat informed SC.1 about the status of the Additional Protocol to the Convention. Since the last meeting, France has acceded to the Additional Protocol, which brought the number of Contracting Parties to that Protocol to 10.

28. The secretariat emphasized the fact that Contracting Parties should begin work (as per Article 5) to operationalize this Additional Protocol if they wish electronic consignment note become a standard.

29. IRU informed SC.1 about two pilot projects (for Belgium, France, the Netherlands and Spain, as well as for Bulgaria, Greece and Romania) aimed at promoting the use of e-consignment notes.

30. The secretariat expressed gratitude to IRU for promoting United Nations legal instruments and for organizing in Geneva awareness raising and capacity building events on these instruments to the League of Arab States, China and Pakistan.

VIII. Facilitation of international road transport (agenda item 7)

A. International Motor Insurance System (Green Card)

31. The Working Party was informed by the Secretary General of the Council of Bureaux about recent developments in the “Green Card system” (detailed information is available in Informal document no. 5). Turkey noted interest in the Green Card system in China and Pakistan and invited the COB Secretary General to explore possibilities for sharing COB expertise in those countries.

B. Proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS)

32. The secretariat recalled the invitation from Inland Transport Committee for SC.1 to take an appropriate position with regard to finalization of the global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus) (ECE/TRANS/254, paras. 88–90). Switzerland would welcome finalization of the OmniBus Agreement. The European Union updated SC.1 on developments related to the extension of the InterBus Agreement to include the international regular bus service. A draft of this new Agreement was being finalized among EU members and it was expected that negotiations with the Contracting Parties to the existing InterBus Agreement will begin by early 2017. The new InterBus Agreement would then be open for accession by all ECMT members.

33. SC.1 took note of the information provided by the European Union. It further noted that the procedure adopted by the European Union in developing the new InterBus Agreement would not allow all ECMT members to participate in the negotiations if they are not Contracting Parties to the InterBus Agreement. SC.1 invited the European Union to reconsider the procedure so that the negotiations are open to all ECMT members, including those countries that played an important role in elaboration of the draft OmniBus Agreement.

34. Regarding the intervention of the European Union, Switzerland proposes to wait for more information concerning the contents of the new InterBus Agreement before taking further action.

C. Quantitative restrictions imposed on international road transport of goods

35. SC.1 continued discussions on a study on economic analysis of an agreement between European Union and Turkey which was carried out by the European Commission that estimated European Union and Turkey had sustained large financial losses due to transport quotas and restrictions. It invited all those who were interested to continue to work on estimating the effects of quotas on road transport as well as to communicate the results at SC.1.

36. Turkey summarized the results of the study which showed large economic losses, estimated at €3.5 billion, both by the European Union and Turkey. Turkey believed that an agreement on freedom of transit between Turkey and the EU could help to reduce or eliminate these losses. To this end, Turkey invited the European Union to inform about any possible measures to address the matter.

37. The European Union appreciated the results of the study while noting that it does not offer a full assessment in particular on social and environmental impacts. The European Union informed that currently there was no intention to conclude a transit agreement with Turkey. At the same time, preparations were being made to extend the Customs Agreement to services. However, no decision has been taken on whether or not transport services will be included.

38. SC.1 invited the European Commission to report on new developments with regards to the extension of the mandate of the Customs Agreement and related activities at the next meeting.

D. The relationship between the origin of goods and transport operations

39. At the last session, SC.1 agreed to create an informal expert group to reflect on possible revisions to the Consolidated Resolution on the Facilitation of International Road Transport (RE.4). To this end, Latvia and Poland presented a proposal (Informal document No. 6) to amend RE.4 to introduce the definition of ‘bilateral carriage’. Both proposal proponents, given the objective of facilitating road transport operations, believed that adding such a definition would lead to correct classification of transport operations by the relevant control authorities in various countries. SC.1 did not oppose to this proposal and invited both countries to table a formal document (based on Informal document No. 6) at the next session so it could serve as a basis for SC.1 consideration and possible adoption.

IX. Safety at Level Crossings Group of Experts (agenda item 8)

40. SC.1 took note of the information about the progress achieved by the Group of Experts on Improving Safety at Level Crossings and provided preliminary information about the Group’s draft final report. The draft report consists of two parts. The first part describes the knowledge and practices available in UNECE members and other countries as well as the gaps and challenges identified in the areas such as: level crossing safety performance data, accidents costs, infrastructure, education, training, legislation, enforcement, institutional framework, human factors and risk management. The first part provides number of recommendations for each of these areas. The second part provides information about a level crossing safe system approach and ways for its effective implementation, including plans of actions. The secretariat also informed that the Group of Experts is considering whether or not safety at level crossings could be improved by establishing a working party for level crossings at UNECE.

X. Revision of SC.1 terms of reference and rules of procedure (agenda item 9)

41. At its last session, SC.1 established an informal group (Belgium and Germany) to make a proposal for amending the SC.1 terms of reference and rules of procedures. This informal group submitted a proposal for changes to the existing version of the terms of reference and rules of procedures (Informal document no. 3 and 4). SC.1 decided to consider the proposal at the next session.

XI. Programme of work and biennial evaluation (agenda 10)

42. At the last session, SC.1 had reviewed and adopted with a minor modification its programme of work for 2016–2017 (ECE/TRANS/SC.1/2015/4). SC.1 had requested the secretariat to submit the revised ECE/TRANS/SC.1/2015/4 to ITC and to table the revised document (ECE/TRANS/SC.1/2015/4/Rev.1) for “formal” approval at the next session. SC.1 “formally approved” ECE/TRANS/SC.1/2015/4/Rev.1 at the current session.

XII Other business (agenda item 11)

43. SC.1 discussed a draft SC.1 resolution prepared by the IRU (Informal document no. 1), made revisions and adopted it (Annex III). It requested the secretariat to submit it to the next ITC session (as per para 147, ECE/TRANS/254). Upon the invitation of IRU, SC.1 decided not to discuss a draft resolution on uncontrolled migration and the international

refugee crisis, and addressing its impact on the road transport industry (Informal document No 2).

XIII. Date of next session (agenda item 12)

44. The Working Party was informed that the next session has been scheduled for 16–18 October 2017. SC.1 requested the secretariat to explore with IRU a possibility of organizing, as part of the next session, a half day seminar on the future of road transport.

XIV. Election of officers (agenda item 13)

45. The Working Party elected its officers for the period November 2016 – October 2018. Mr. R. Symonenko from Ukraine was elected to be the Chair while Ms. N. Tufekcioglu from Turkey and Mr. K. Lewczak from Poland were elected as Vice-Chairs.

XV. Adoption of the report (agenda item 14)

46. The Working Party adopted the report of this session.

Annex I

Amendment proposal to Annex I to the European Agreement on Main International Traffic Arteries (AGR)

The Government of Norway has proposed to extend E134 from Drammen to Vassum (Norway). In doing so, it has proposed to amend Annex I to the AGR Agreement as follows (additions **in bold**):

E 134 Haugesund – Haukeligrend – Drammen – **Drøbak – Vassum**

SC.1 adopted this amendment proposal as per Article 8 of the AGR Agreement.

Annex II

Amendment proposal to Annex I to the European Agreement on Main International Traffic Arteries (AGR)

The Governments of Finland and Norway have proposed to extend E45 from Karesuando (Sweden) through Finland to Alta (Norway)

In doing so, they have proposed to amend Annex I to the AGR Agreement as follows (additions **in bold**):

Alta – Kautokeino – Hetta – Palojoensuu – Kaaresuvanto - Karesuando – Hetta – Palojoensuu - Gällivare – Storuman – Östersund – Mora – Grums – Trollhättan – Göteborg
Frederikshavn – Aalborg – Århus – Vejle – Kolding – Frøslev – Flensburg – Hamburg – Hannover – Göttingen – Kassel – Fulda – Würzburg – Nürnberg – München – Rosenheim – Wörgl – Innsbruck – Brennerpasset – Franzenfeste – Bolzano – Trento – Verona – Modena – Bologna – Cesena – Perugia – Fiano (Roma) – S. Cesareo (Roma) – Napoli – Salerno – Sicignano – Cosenza – Villa S. Giovanni ... Messina – Catània – Siracusa – Gela

SC.1 adopted this amendment proposal as per Article 8 of the AGR Agreement.

Annex III

SC.1 Resolution to be submitted to the 2017 session of ITC

SC.1 Resolution to be submitted to the 2017 session of ITC

The UNECE Working Party on Road Transport (SC.1):

Commanding on the occasion of the 70th Anniversary Session of ITC, the work of the ITC, national governments and the UNECE secretariat in striving to develop sustainable road transport;

Acknowledging the importance of the existing United Nations international legal instruments related to road transport;

Recognising the role of road transport as a productive tool in the globalised economy and as an enabler of the United Nations Sustainable Development Goals;

Taking note of the ongoing efforts and activities to facilitate international road transport for passengers and goods by improving international road transport legal framework;

Recognising the continuous updates of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) which offers the state of the art, an internationally-harmonized system to improve road safety, ensure fair competition and enhance social conditions of professional drivers;

Welcoming the opening of the AETR Agreement for accession to Algeria, Jordan, Morocco and Tunisia as a first step towards promoting the AETR Agreement as a suitable internationally-harmonized system of driving times and rest periods beyond the UNECE region;

Welcoming the work on the European Agreement on Main International Traffic Arteries (AGR) and the Trans-European-Motorway (TEM) Project, which continue to offer coordinated plans for the construction and development of roads of international importance in the UNECE region;

Underlining the importance of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and the additional Protocol to the CMR concerning the Electronic Consignment Note to facilitate international road transport by providing harmonized contract conditions as well as the foundation for developing an electronic consignment note;

Welcoming the improvement of professionalism in the road transport industry through training programmes provided by national training institutes taking into account the best practice provided by the IRU Academy;

Noting the significant impact that shared binding international principles and harmonized guidelines have for the development of sustainable road transport, SC.1:

1. **Commits** to the effective implementation and geographical expansion of the AETR Agreement and particularly to the use of the AETR-consistent control device for enforcing driving times and rest periods of professional drivers;
2. **Reaffirms** its role in promoting AGR standards which have the purpose of enhancing regional integration, economic development, social inclusiveness and the decarbonisation of transport;
3. **Encourages** the international community to work towards further developments for paperless cross border trade and facilitation of sustainable road transport services;

4. **Invites** governments to accede to and support operationalising the Additional Protocol to the CMR concerning the Electronic Consignment Note;
 5. **Invites** governments to accede to and fully implement tried and tested United Nations Conventions that facilitate sustainable transport and thus international trade;
 6. **Endeavours** to develop, if deemed necessary, new United Nations legal instruments relevant to sustainable international transport facilitation of passengers and goods.
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