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Item 10 of the provisional agenda

Programme of work and biennial evaluation**Programme of work and biennial evaluation****Note by the secretariat****I. Mandate**

1. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, the next review being in 2018 (ECE/TRANS/200, paragraph 120), the Working Party on Road Transport (SC.1) is requested to review and adopt its programme of work for 2018-2019 as well as the relevant parameters allowing for its biennial evaluation.

II. Programme of work for 2018–2019**A. Introduction**

2. The present document sets out the draft programme of work of the Inland Transport Committee's subprogramme on "Road Transport and Trans-European north-south motorway (TEM) project" for the biennium 2018-2019. The Working Party on Road Transport is invited to consider the programme for adoption at its current session. It will then be submitted to the Inland Transport Committee (ITC) and the Economic Commission for Europe (UNECE) Executive Committee for formal approval. The Working Party and the Inland Transport Committee will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities proposed to be carried out in 2018-2019. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of activities into clusters is exactly the same as that used by the Inland Transport Committee for the biennial evaluation of its subprogramme performance.

5. The following clusters of activities make up the UNECE's subprogramme on Transport:

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics (including Euro-Asian transport links)
3.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
4.	Rail transport and Trans-European network for Rail (TER) Project
5.	Inland waterway transport
6.	Intermodal transport and logistics
7.	Customs questions affecting Transport
8.	Transport, Health and Environment Pan-European programme (THE PEP)
9.	Transport of dangerous goods (UNECE)
10.	Transport of dangerous goods (ECOSOC)
11.	Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
12.	Transport of perishable foodstuffs
13.	Transport statistics
14.	Road transport and Trans-European north-south Motorway (TEM) project
15.	Road traffic safety

6. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2018-2019. If necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are indicated as "additional".

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material and (c) technical cooperation, including seminars, workshops, training sessions and advisory services.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in section II of this document.

9. The present document is based in substance on the programme of work for 2016–2017 as adopted in 2016 by the Inland Transport Committee (ECE/TRANS/2016/28/Add.1).

B. Objective and strategy

10. The objective of the UNECE subprogramme of transport is to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport.

11. The responsibility for the subprogramme is vested in the Sustainable Transport Division.

C. Outputs/activities to be delivered in the 2018-2019 biennium

Subprogramme: 02 Transport

Cluster 14

Road transport and Trans-European north-south Motorway (TEM) project¹

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>The Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road — of goods and passengers — by harmonizing and simplifying the rules and requirements to which such transport is subject to. To meet this objective, SC.1 draws up, manages and updates international legal instruments. SC.1 occasionally acts as a parent body to technical expert groups such as those concerning the digital tachograph rules or transport of passengers by coach and bus. It also develops non-binding recommendations and best practices in international road transport such as Consolidated Resolution on the Facilitation of International Road Transport (R.E.4). Finally, SC.1 promotes the third party motor liability insurance law (Green card system).</p> <p>Main Actions by the Sustainable Transport Division:</p> <p>To act as secretariat to the Working Party on Road Transport and assist in administering and updating the relevant legal instruments;</p> <p>To collect and disseminate information in order to facilitate exchange of data between member countries on road transport policy and other developments;</p> <p>To facilitate the liaison among governments and with other actors in the field of road transport (intergovernmental and non-governmental</p>	<p>Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).</p> <p>Enhanced implementation of the Convention on the Contract for the International Carriage of Goods by Road (CMR) of 19 May 1956 and the Additional Protocol to the CMR concerning the electronic consignment note of 27 May 2008 (e-CMR)</p> <p>Increased capacity of ECE countries participating in the TEM project.</p>

¹ The 2018-2019 Programme of work of the TEM project is presented in Annex to this document for information.

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>organizations, regional economic integration organizations, private sector and academia), as well as to coordinate cooperation to ensure the effective implementation of obligations contained in the relevant legal instruments.</p> <p>Description of the main legal instruments administered by the Working Party on Road Transport:</p> <p><i>European Agreement on Main International Traffic Arteries (AGR)</i>, of 15 November 1975 defines the "E" road network of routes of strategic importance for international traffic flows and sets the standards to which they should conform.</p> <p><i>European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)</i>, of 1 July 1970 aims at improving road safety and regulating drivers' hours' rules for working and rest times. It applies to international road transport done by vehicles used for the carriage of goods that exceed 3.5 tonnes and vehicles used for the carriage of passengers that can carry more than 9 persons, including the driver.</p> <p><i>Convention on the Contract for the International Carriage of Goods by Road (CMR)</i> of 19 May 1956 and its protocols standardize the contracts for the transport of goods by road by regulating the responsibilities and liabilities of the parties involved.</p> <p><i>Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR)</i>, of 1 March 1973 standardizes the conditions governing the contract for the international carriage of passengers and luggage by road.</p> <p><i>Convention on the Taxation of Road Vehicles for Private use in International Traffic</i>, of 18 May 1956 exempts international road vehicles from taxes and duties.</p>	

Outputs/activities

(a) *Meetings and related parliamentary documentation*

14.1 Working Party on Road Transport (113rd session in 2018, and 114th session in 2019)

Documentation:

Reports of the sessions (2); other documents (8), including amendments to the AETR Agreement (2), proposals for a global agreement OmniBUS (2), activities of TEM project

(2 additional) and reports of the President of the Council of the Bureau (2 additional). Other parliamentary documentation is to be determined in the course of the sessions.

- 14.2 Group of Experts on the European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) (3 sessions in 2018; at least 2 sessions in 2019 (5 meetings))

Documentation:

Reports of the sessions (5); other documents (6) including documents on the implementation of AETR (5), other documents, including Programme of Work of the Expert Group (1 additional), and additional to be determined by the experts.

(b) *Publications and other information material*

- 14.3 Map of the e-road network (1 additional);

(c) *Technical cooperation*

- 14.4 TEM workshops and seminars (2)
14.5 TEM Steering Committee meetings (2)

III. Biennial Evaluation

12. At its seventy-eighth session in February 2016, the Inland Transport Committee adopted an updated logical framework for biennial performance evaluation for 2016-2017 of the UNECE Subprogramme 2 Transport (ECE/TRANS/254, para. 157, and ECE/TRANS/2016/29). Applying a results-based approach, it comprises, for each cluster of activities, an expected accomplishment and list of outputs/activities proposed to be carried out in 2016-2017. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

13. The Working Party may wish to review these parameters as well as the actual performance measures for 2016–2017 as provided below with a view to either maintaining them or establishing new ones for the biennium 2018-2019.

Biennial Assessment

Review of performance measures for 2016–2017 and establishment of targets for 2018–2019

<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
5. Road Transport	Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)	1. Number of problem areas identified and of proposals to address them	Target 2016–2017: 3 Actual 2014–2015: 3 <u>Problem areas identified:</u> 1. The question of the prevailing legal instrument in view of parallel/coinciding legislative framework within the EU. 2. The question of the applicable law on combined routes passing through the territories of both non-contracting parties and EU and non-EU contracting parties in view of the reservations entered

by EU States upon ratification of the Agreement, considering that the EU is not a contracting party to the AETR.

3. The question of article 22bis and the decision-making centre for amendments on technical parameters as contained in Appendix 1B.

Proposals to address them and progress made in 2016-2017:

The question of prevailing legal instrument is still under discussion with measured progress to date. The secretariat has provided a platform for AETR Contracting Parties to meet regularly, as well as necessary legal and other advice to facilitate discussions.

The question of the applicable law on combined routes was discussed and the Group of Experts decided to discontinue its discussion without reaching an agreement given the insufficient number of responses to a questionnaire by the International Road Transport Union.

The question of amending article 22bis has been extensively discussed at the meetings of AETR Group of Experts. As at the date of this document, the Group had still not been able to agree on the wording of a revised text of Article 22bis.

Target 2018-2019: 3 (Resolution of the outstanding problem areas 1 and 3 above, and a new problem area below)

The question of whether EU Regulations 165/2014 and 2016/799 are incompatible with the AETR Agreement as presented by the Russian Federation.

	2. Number of seminars and workshops	Target 2016–2017: 3 Actual 2016–2017: 5 11-15 th sessions of AETR Expert Group Target 2018-2019: 3
	3. Number of participants per seminar and workshop	Target 2016–2017: 65 Actual 2016–2017: 111 Target 2018-2019: 65
Enhanced implementation of the Convention on the Contract for the International Carriage of Goods by Road (CMR) of 19 May 1956 and the Additional Protocol to the CMR concerning the electronic consignment note of 27 May 2008 (e-CMR)	1. Number of new Contracting Parties to the CMR and e-CMR	Target 2018-2019: 2
	2. Number of seminars, workshops and events organized	Target 2018-2019: 2
	3. Number of total participants per seminar, workshop and event, including those from Contracting Parties	Target 2018-2019: 20
	4. Feedback from participants of the seminars, workshops and events	Target 2018-2019: Positive feedback

<i>Immediate Objective</i>	<i>Activity</i>	<i>Action</i>	<i>Description</i>	<i>Implemented by</i>		
		report	"The methodology and standards for measuring the efficiency of sustainability solutions" - Report to be prepared by consultant - TEM SC to comment and adopt report - Report published on TEM page	PCO UNECE Governments Consultants	*	*
2. Analysis and comparison of different organizational approaches for roads/transport authorities	Area B - Organization and financing of the roads and motorways B.2. - Evaluation of the efficiency of toll collection system – evaluation methodology	workshop	Evaluation of the efficiency of toll collection system – evaluation methodology Report "The methodology for measuring the efficiency of the toll collection system" The methodology shall take into account in particular: - Types of toll systems used in individual member countries, - The toll system efficiency measuring method depending on the model, and taking into account both financial and quality issues, such as risk control systems, implementation difficulty, technology development etc., - Comparison of toll systems in terms of efficiency.	PCO UNECE Governments Consultants		*
3. Analysis and assessment of different financial sources and methods		report	"The methodology for measuring the efficiency of the toll collection system"	PCO UNECE Governments Consultants	*	*

<i>Immediate Objective</i>	<i>Activity</i>	<i>Action</i>	<i>Description</i>	<i>Implemented by</i>		
			<ul style="list-style-type: none"> - Report to be prepared by consultant - TEM SC to comment and adopt report - Report published on TEM page 			
	B.3. - Conditions for creating an efficient PPP in the area of development and maintenance of roads.	workshop	<p>A review of organizational, financial and legal matters related to the functioning of the PPP in the area of development and maintenance of roads. In particular, the scope of the task shall apply to the preparation of a report presenting:</p> <ul style="list-style-type: none"> - Advantages and disadvantages of PPPs from a perspective of a public partner, - Risks of PPP in the context of a public partner and the methods of protection of public interest in PPP projects, - Conditions necessary to ensure the efficiency of PPP projects from the perspective of a public partner, - Examples of efficient PPPs in the development and maintenance of roads and motorway 	PCO UNECE Governments Consultants	*	*
		report	<p>The functioning and financing of national road infrastructure management systems – models, and organizational and financial solution</p> <ul style="list-style-type: none"> - Report to be prepared by consultant - TEM SC to comment and adopt report - Report published on TEM 	PCO UNECE Governments Consultants	*	*

<i>Immediate Objective</i>	<i>Activity</i>	<i>Action</i>	<i>Description</i>	<i>Implemented by</i>		
			page			
	Area C - Information systems for the management of the road infrastructure					
4. Improvement of asset management and initiation of data and mobility management	C.1. - Maintenance standards of roads and highways.	workshop	The task shall consist in developing standards for the maintenance of roads and motorways, which will be eventually presented to the Inland Transport Committee and approved as the official UNCEC guidelines in this regard on this subject. The scope of the task shall provide answers to the following questions: - Is it possible to develop standards for the maintenance of roads and motorways? - Should the standards be different depending on the type of the road (e.g. different for expressway and different for motorway)	PCO UNECE Governments Consultants	*	*
		report	"Standards for the maintenance of roads and motorways" - Report to be prepared by consultant - TEM SC to comment and adopt report - Report published on TEM page	PCO UNECE Governments Consultants	*	*

<i>Immediate Objective</i>	<i>Activity</i>	<i>Action</i>	<i>Description</i>	<i>Implemented by</i>		
	C.3. - Development of a standard catalog of public services and model architecture of information systems in the management of road infrastructure.	workshop	Analyzing and developing model architecture systems used in the management of road infrastructure. In particular, the task shall cover the following: - Analysis of the catalogue of IT services provided by the member States, - Analysis of the current business architecture of operating systems in the member States, - Preparation of a standard catalogue of services provided by the ITS systems supporting the management of road infrastructure, - Development of a standard business architecture for IT systems to support the management of road infrastructure.	PCO UNECE Governments Consultants	*	*
		report	"Catalogue of public services and model architecture of IT systems in the management of road infrastructure – overview of practices and recommendations" - Report to be prepared by consultant - TEM SC to comment and adopt report - Report published on TEM page	PCO UNECE Governments Consultants	*	*