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Working Party on Customs Questions affecting Transport

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Item 2 (b) of the provisional agenda

Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party

Alignment of the work of the Working Party with the Inland Transport Committee Strategy

Note by the secretariat

I. Background and mandate

1. At its eighty-first session (February 2019), the Inland Transport Committee (ITC) adopted the “ITC strategy until 2030” and invited its subsidiary bodies to take follow-up actions to align their work with the strategy (ECE/TRANS/288, paras. 15 (a) and (c)).¹
2. On 26 June 2019, the Chair of ITC and the Director of the Sustainable Transport Division, in a joint letter, invited the Chairs of Working Parties and Administrative Committees under the purview of ITC to support the implementation of the ITC strategy by proposing a concrete plan aligning their work with the ITC strategy. The deadline for suggestions was set at 15 November 2019, after which date the ITC Bureau would prepare a concrete plan for presentation and, possibly, adoption at the eighty-second session of ITC (February 2020).
3. Further to the above, the secretariat prepared this document, proposing concrete actions by the Working Party to support the implementation of the ITC Strategy for the tasks identified by ITC as falling under its responsibility. The full list of tasks is contained in Annex I to this document, whereas Annex II contains the list of legal instruments under the auspices of the Working Party. A tentative time table is contained in Annex III.

¹ The full report can be consulted at: www.unece.org/fileadmin/DAM/trans/doc/2019/itc/ECE-TRANS-288e.pdf
The ITC strategy can be consulted at: www.unece.org/fileadmin/DAM/trans/doc/2019/itc/ECE-TRANS-288add2e.pdf

II. Tasks to be undertaken by the Working Party and proposals for concrete actions

A. Amendments to the legal instruments with geographical barrier by 2025 with geographical and procedural barriers by 2025

Objective: Ensure that all legal instruments under the Working Party are open to “all States” or that other, procedural barriers (e.g. membership of the United Nations Economic Commission for Europe (ECE)) are removed.

Proposal for concrete action: Review of the final clauses of all seventeen legal instruments under the auspices of the Working Party and propose, where required or appropriate, proposals for amendment.

B. Review of relationships of the existing legal instruments and recommendations by 2022

Objective: review the legal instruments under the Working Party in the context of the clusters (a) safety; (b) cross-border efficiency; (c) environment and (d) connectivity.

Proposal for concrete action: Check for all seventeen legal instruments under the auspices of the Working Party the extent to which they cover the four clusters.

C. Identification of additional necessary legal instruments.

Objective: based on the review under (B) and the possible determination of gaps, the Working Party should identify additional legal instruments in order to ensure that each legal instrument under its auspices meets the needs/standards for safety, cross-border efficiency, environment and connectivity.

Proposal for concrete action: determine gaps and formulate the appropriate legal action to remove them.

D. Exploring possible new legal instruments from 2020

Objective: research and identify new areas in the field of border-crossing facilitation where new legal instruments could be developed.

Proposal for concrete action: Keep stock of areas where innovations are being tested successfully which could warrant the development of new legal instruments.

E. Gradually develop eTIR, leading to the possible full implementation of the eTIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention

Objective: to achieve full use of eTIR.

Proposal for concrete action: keep eTIR as an ongoing activity in the agenda of the Working Party and support the work of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization (WP.30/GE.1).

F. Identify, foster and facilitate the introduction of new technologies in rail, road, road-based mobility, inland waterway, logistics and intermodal transport until 2030

Objective: Keep stock of technological developments and, where possible, take the appropriate action to facilitate their introduction or application within the context of the legal instruments under the auspices of the Working Party.

Proposal for concrete action: include topic in the agenda of the Working Party.

G. New training standards and competency criteria from 2022

Objective: study if or to which extent stakeholders addressed by the legal instruments under the auspices of the Working Party should meet certain training standards or should be required to master certain specific professional skills.

Proposal for concrete action: develop training standards or formulate professional skills for stakeholders (as of 2022).

III. Considerations by the Working Party

4. The Working Party is invited to consider the concrete actions proposed by the secretariat and, possibly, adopt the tentative time table.

Annex I

ITC Strategy Implementation by Subsidiary Bodies

Apart from the regular work, ITC subsidiary bodies need to undertake the following tasks in the Strategy:

(a) Amendments to the legal instruments with geographical and procedural barriers by 2025 (all Working Parties (WPs)/Sub-Committees (SCs) and Administrative Committees (ACs));

(b) Review of relationship of the existing legal instruments and recommendations by 2022 (all WPs/SCs and ACs to review the legal instruments in the context of different clusters, namely safety, cross-border efficiency, environment and connectivity);

(c) Identification of additional necessary legal instruments (Based on the review, all WPs/SCs and ACs to identify gaps of the legal instruments to fully meet the needs for safety, cross-border efficiency, environment and connectivity);

(d) Finalizing two new legal instruments that are under development from 2020: Unified Railway Law (URL) and multilateral agreement on the international regular transport of passengers by bus and coach (OmniBUS) (Working Party on Rail Transport (SC.2) and Working Party on Road Transport (SC.1) respectively);

(e) Exploring possible new legal instruments from 2020 (all WPs/SCs and ACs);

(f) Further expand global participation in, and cooperation between, Working Party on Road Traffic Safety (WP.1) and World Forum for the Harmonization of Vehicle Regulations (WP.29);

(g) Update the Database for the Exchange of Vehicle Type Approvals (DETA) and host it at ECE from 2022 onwards (WP.29);

(h) Promote the accession and operationalization of the e-CMR² within the ECE region and beyond from 2019 (SC.1);

(i) Gradually develop e-TIR³ leading to the possible full implementation of the e-TIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention (Working Party on Customs Questions affecting Transport (WP.30) and the Administrative Committee for the TIR Convention, 1975 (AC.2));

(j) Identify, foster and facilitate the introduction of new technologies in rail, road, road-based mobility, inland waterway, logistics and intermodal transport until 2030 (all WPs/SCs and ACs);

(k) Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary (WP.1 and WP.29);

(l) New training standards and competency criteria from 2022 (all WPs/SCs and ACs with legal instruments);

(m) Support to integrated intermodal connectivity and mobility from 2020 (Working Party on Intermodal Transports and Logistics (WP.24));

(n) Support to integrated intermodal connectivity and mobility from 2020, including Trans-European North-South Motorway (TEM), Trans-European Railway (TER, intermodal and logistics (WP.24, SC.1 and SC.2);

(o) Transport Statistics: Continuation and improvement of the data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-

² CMR stands for 'Convention Relative au Contrat de Transport International de Marchandises par la Route'.

³ TIR stands for 'Transports Internationaux Routiers'.

based transport decisions. From 2019 to 2030 (Working Party on Transport Statistics (WP.6));

(p) Support to interregional inland transport connectivity and corridors from 2019 (Working Party on Transport Trends and Economics (WP.5));

(q) New tools and activities from 2019, e.g. – Transport Health and Environment Pan-European Programme (THE PEP); further development of local pollutant module of the For Future Inland Transport Systems (ForFITS); reviews on green transport and mobility (WP.5, WP.29);

(r) Investigate the influence of climate change on transport infrastructure (WP.5).

Annex II

Legal instruments under the auspices of the Working Party on Customs Questions affecting Transport (WP.30)

- Convention concerning Customs Facilities for Touring, signed in New York on 4 June 1954
- Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, signed in New York on 4 June 1954
- Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954
- Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 15 January 1959
- Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975
- Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats, of 18 May 1956
- Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956
- International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952
- International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952
- Customs Convention concerning Spare Parts Used for Repairing Europ Wagons, of 15 January 1958
- Customs Convention on Containers, of 18 May 1956
- Customs Convention on Containers, of 2 December 1972
- European Convention on Customs Treatment of Pallets Used in International Transport, of 9 December 1960
- International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982
- Convention on Customs Treatment of Pool Containers Used in International Transport, 21 January 1994
- Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes Geneva, 9 February 2006
- Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail, 19 February 2019.

Annex III

Tentative time table

<i>Year</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>
2020	Review final clauses and propose and adopt amendments, where appropriate			ongoing	ongoing	ongoing	
2021	(cont'd)	Review legal instruments according to clusters		ongoing	ongoing	ongoing	
2022	(cont'd)	(cont'd)		ongoing	ongoing	ongoing	develop training standards or formulate professional skills for stakeholders
2023	(cont'd)	(cont'd)	determine gaps and formulate the appropriate legal action to remove them	ongoing	ongoing	ongoing	(cont'd)
2024	(cont'd)		(cont'd)	ongoing	ongoing	ongoing	(cont'd)
2025	(cont'd)		(cont'd)	ongoing	ongoing	ongoing	
2026				ongoing	ongoing	ongoing	
2027				ongoing	ongoing	ongoing	
2028				ongoing	ongoing	ongoing	
2029				ongoing	ongoing	ongoing	
2030				ongoing	ongoing	ongoing	