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INLAND TRANSPORT COMMITTEE

**REPORT OF THE INLAND TRANSPORT COMMITTEE
ON ITS SEVENTY-SECOND SESSION
(Geneva, 23–25 February 2010)**

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I. CHAIRMANSHIP

1. The Inland Transport Committee (ITC) held its seventy-second session from 23–25 February 2010 under the chairmanship of Mr. Ralph Kellermann (Germany).

II. ATTENDANCE

2. Representatives of the following countries participated: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Cyprus, Czech Republic, Finland, France, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and Ukraine.

3. Representatives of Indonesia participated in the session under Article II of the Terms of Reference of the United Nations Economic Commission for Europe (UNECE).

4. The European Union (EU) was represented. Representatives of the following intergovernmental organizations participated: Central Commission for the Navigation of the Rhine (CCNR), Danube Commission (DC), Inland Navigation Europe (INE), International Sava River Basin Commission, International Transport Forum (ITF), Organization for Cooperation between Railways (OSJD), Intergovernmental Organization for International Carriage by Rail (OTIF) and Organization of the Black Sea Economic Cooperation (BSEC).

5. The following non-governmental organizations were represented: European Association for Forwarding, Transport, Logistic and Customs Services (CLECAT), Euromapping, European Barge Union (EBU), European River-Sea-Transport Union e.V. (ERSTU), International Bureau of Containers (IBC), International Union of Railways (UIC), International Federation of Freight Forwarders Associations (FIATA), International Road Federation (IRF), International Road Transport Union (IRU) and International Association the Rhine Ships Register (IVR).

6. Representatives of the Trans-European Motorway (TEM) and Railway (TER) projects and the Project for the Support for the Integration of Ukraine in the Trans-European Network were also present.

III. ADOPTION OF THE AGENDA (agenda item 1)

Documentation: ECE/TRANS/207 and Add.1

7. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/207 and Add.1).

IV RESULTS OF THE MEETINGS OF THE BUREAU OF THE INLAND TRANSPORT COMMITTEE (agenda item 2)

Documentation: ECE/TRANS/2010/1

8. The Committee **noted** the results of its Bureau meetings held in 2009 contained in document ECE/TRANS/2010/1, and **decided** to take these results into account in the context of discussions under the Committee's relevant agenda items.

9. The Committee also **noted** that, pursuant to the decision of its seventieth session on the organization of Committee's future sessions, the adoption of the report on its seventy-second session would be limited to the adoption of a list of main decisions, while the full complete report would be circulated at a later stage for comments on items other than those contained in the adopted list of main decisions to be prepared by the secretariat and the Chair.

V. MATTERS ARISING FROM THE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE), THE ECONOMIC AND SOCIAL COUNCIL AND OTHER UNITED NATIONS BODIES AND CONFERENCES (agenda item 3)

Documentation: E/ECE/1453, Informal document No. 1

10. The Committee **noted** the results of the sixty-third session of the United Nations Economic Commission for Europe (E/ECE/1453).

11. The Committee **took note** of resolution 2009/9 adopted by the Economic and Social Council at its 2009 substantive session 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 (Informal document No. 1) (see also para. 73 of this report).

12. The Committee was informed that the Council had also adopted another resolution (2009/11) on the "Europe-Africa fixed link through the Strait of Gibraltar".

VI. REPORT TO UNECE EXECUTIVE COMMITTEE ON THE IMPLEMENTATION OF THE PRIORITIES OF THE UNECE REFORM FOR STRENGTHENING SOME ACTIVITIES OF THE COMMITTEE (agenda item 4)

Documentation: Informal document No. 2

13. The Committee **considered** informal document No. 2 presenting an outline of the progress on the implementation of the UNECE reform in the field of transport and on specific requests to the Committee, contained in the workplan of the UNECE reform, and **was informed** by its Chair of the results of his meeting with the Executive Committee (EXCOM) in February 2009.

14. The Committee **agreed** that informal document No. 2 be used for reporting to the EXCOM and **requested** its Chair to report to EXCOM at its meeting on 26 February 2010, accordingly.

VII. ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION (agenda item 5)

Documentation: ECE/TRANS/2010/3

A. Activities of the Trans-European Motorway and Trans-European Railway Projects, including the revision of their Master Plan (agenda item 5(a))

15. The Committee **was informed** about the recent developments of the Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects, including the implementation of their Master Plan and its Revision.

16. The Committee **reiterated** its support to the TEM and TER Projects' activities and **invited** the projects' Steering Committees to continue pursuing these activities. The Committee also **invited** the Governments of Eastern, South-Eastern European and Caucasus countries that are not yet members of the TEM and TER Projects to consider full participation in the projects and signing the respective Cooperation Agreements.

B. Other activities, projects and fund-raising issues (agenda item 5(b))

17. The Committee **noted** the activities aimed at assisting countries with economies in transition undertaken in 2009, particularly related to the Special Programme of Economies of Central Asia (SPECA), BSEC, the Organization for Security and Cooperation in Europe (OSCE), the Transport Corridor Europe - Caucasus - Asia (TRACECA) and the Economic Cooperation Organization (ECO). It also **noted** the advisory workshops and missions and the fund-raising efforts and needs of the secretariat in support of these activities, as reflected in document ECE/TRANS/2010/3, and the additional information provided by the secretariat and the Secretary General of the BSEC.^{1/}

18. The committee **reiterated** its support to the activities developed in the secretariat aimed at assisting countries with economies in transition, including through strengthened cooperation with BSEC, OSCE and ECO.

19. Bearing in mind that a number of capacity-building projects proposals had been elaborated by the secretariat and that extrabudgetary funding was needed for their implementation, the Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of these activities and projects aimed at assisting countries with economies in transition, and **encouraged** UNECE member States to make voluntary contributions to the Trust Fund for Assistance of Countries in Transition (TFACT).

VIII. TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME AND ENVIRONMENTAL ASPECTS OF TRANSPORT (agenda item 6)

Documentation: ECE/AC.21/SC/2009/8

20. Recalling its earlier discussions on strengthening environmental and health aspects of transport (ECE/TRANS/2008/4) and the decision to increase cooperation with and contribute to the Transport, Health and Environment Pan-European Programme (THE PEP) (ECE/TRANS/200, para. 24), the Committee **took note** of the report of THE PEP Steering Committee on its seventh session (22–23 October 2009).

21. The Committee **noted** that the Steering Committee of THE PEP had agreed on procedures to implement the priority goals and mandated activities stipulated by the Amsterdam Declaration (ECE/AC.2/21/2009/2), approved THE PEP work plan for 2009–2014, as well as project proposals for extrabudgetary funding and coordination by THE PEP secretariat (UNECE Environment, Housing and Land Management Division, Transport Division and WHO/Europe).

^{1/} The BSEC Secretary General's statement was made available on the UNECE website: <http://www.unece.org/trans/main/itc/itc.html>.

IX. REVIEW OF THE TRANSPORT SITUATION IN UNECE MEMBER COUNTRIES AND OF EMERGING DEVELOPMENT TRENDS (agenda item 7)

Documentation: ECE/TRANS/2010/5, Informal document No. 11

A. Transport developments in the European Union (agenda item 7(a))

22. The Committee **noted** the recent changes in the organization of the European Commission Directorate General for Energy and Transport (DG TREN) where transport policy and energy policy have been assigned to two separate Directorates-General: the Directorate-General for Energy (DG ENER) and the Directorate-General for Mobility and Transport (DG MOVE).

B. Developments related to the work of the International Transport Forum (agenda item 7(b))

23. The Committee **was informed** by a representative of ITF of the major activities undertaken by ITF in 2009 and its future plans.

C. Review of the transport situation and emerging trends in UNECE region (agenda item 7(c))

24. The Committee **considered** documents ECE/TRANS/2010/5 and Informal document No. 11 on the transport situation in 2009 and emerging trends in member countries and additional information provided by the secretariat. It **noted** recent developments and new challenges in the transport sector in the UNECE region and **asked** the secretariat to produce a similar review in 2011 containing also relevant information from the regions neighbouring that of the UNECE.

X. DISCUSSION ON THE INLAND WATER TRANSPORT IN UNECE REGION IN THE FRAMEWORK OF A HALF-DAY ROUND TABLE, UNDER THE THEME “SUSTAINABLE TRANSPORT DEVELOPMENT: THE CASE OF INLAND WATER TRANSPORT” (agenda item 8)

Documentation: Informal document No. 3

25. High-level officials from UNECE countries together with the members of the Inland Transport Committee, representatives from European and international organizations concerned by inland water transport in the UNECE region attended the policy-oriented segment (round table) under the theme “Sustainable transport development: the case of inland water transport”, held in the afternoon of 23 February. The round table aimed at identifying policy recommendations to better exploit the potential of the E-network of rivers, canals and inland ports for international transport. The provisional agenda of the round table was circulated as Informal document No. 3.

26. The Committee **endorsed** the outcome of this policy-oriented segment^{2/}, and **agreed** that a short report of the round table, in the form of Chair’s conclusions, be annexed to the full report

^{2/} Presentations and related material were made available on the UNECE website: http://www.unece.org/trans/events/2010/inlandtransport_2010.html.

of the session (see annex).

XI. ISSUES THAT NEED CONSIDERATION AND REQUIRE DECISIONS BY THE COMMITTEE (agenda item 9)

A. Activities related to Euro-Asian transport links (agenda item 9(a))

Documentation: Informal document No. 4

27. The Committee **was informed**^{3/} by the President of Russian Railways of the most recent developments and future plans of transport linkages along the Euro-Asian rail routes and **noted** the Russian Railways commitment to reducing transit time through the Russian Federation along the Trans-Siberian railway corridor from 11 to 7 days. The Committee members had the opportunity to visit the exhibition entitled “Russia through the rail window” which was organized parallel to the Committee’s session by the Russian Railways and the United Nations Office in Geneva.

28. The Committee **was also informed** of the recent activities of the Group of Experts on Euro-Asian Transport Links (EATL), including the second session of the Group held in Geneva on 7 September 2009, and its third session which took place in Istanbul from 12 to 13 November 2009. Moreover, the Committee **was informed** about regional EATL workshops held in Tehran in April 2009 (organized in partnership with the ECO) and in Istanbul (organized in partnership with the Ministry of Transport of the Republic of Turkey and BSEC) in November 2009. The EATL Strength-Weaknesses-Opportunities-Threats (SWOT) Analysis conducted by the Group was circulated as Informal document No. 4.

29. At the request of the Working Party on Transport Trends and Economics (WP.5) on its September 2009 session, the Committee **approved** the extension of the mandate of the Group of Experts on EATL by two more years (until February 2012).

B. Activities related to hinterland connections of seaports (agenda item 9(b))

Documentation: ECE/TRANS/WP.5/46, ECE/TRANS/210

30. The Committee **noted** the decision taken by the Working Party on Transport Trends and Economics at its twenty-second session (ECE/TRANS/WP.5/46, para. 6) of to adopt and publish the final report^{4/} of the Group of Experts on Hinterland Connections of Seaports (ECE/TRANS/210).

31. The Committee also **noted** that the report recommends inter alia that UNECE should collect and process harmonized data on annual port-hinterland container and ro-ro ferry traffic flows, launch the development of a new evaluation tool for benchmarking the performance of transport and logistics systems, and that concerned UNECE member States should support and strengthen the TEM, TER and EATL projects. The report also calls for an examination of the European Agreement on Main International Traffic Arteries (AGR), the European Agreement on

^{3/} The Russian Railways President’s presentation was made available on the UNECE website: <http://www.unece.org/trans/main/itc/itc.html>.

^{4/} The English version of the publication was made available to the members of the Committee.

Main International Railway Lines (AGC), the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention) by the Working Parties concerned with a view to introducing amendments that would be conducive to the development of efficient port-hinterland linkages.

32. The Committee **approved** the report on hinterland connections of seaports (ECE/TRANS/210), and **invited** its working parties responsible for the tasks mentioned therein (Road Transport, (SC.1), Rail Transport (SC.2), Transport Statistics (WP.6), Intermodal Transport and Logistics (WP.24) and Customs Questions affecting Transport (WP.30)) to consider whether and how these tasks could be implemented.

C. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (agenda item 9(c))

Documentation: ECE/TRANS/SC.1/388

33. The Committee **was informed** by the secretariat of the main European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) related developments that took place since the last session and in particular of the difficulties encountered by several non-EU Contracting Parties in complying with the set deadline of 16 June 2010 for implementing the digital tachograph.

34. The Committee **noted** that in order to facilitate cooperation between countries concerned by this issue, the secretariat was organizing a meeting of the ad hoc expert group on the implementation of digital tachograph by non-EU Contracting Parties to AETR, in Geneva, on 26 February 2010.

35. The Committee **noted** that, according to the AETR itself, any decision pertaining to the implementation of the agreement, including aspects related to the digital tachograph, was the responsibility of the Contracting Parties to the agreement and not of the Committee, and also noted that in spite of all efforts made, the majority of the non-EU Contracting Parties to the AETR present at the meeting might not be ready to fully implement the digital tachograph within the set deadline and would therefore see the need for an extension.

36. The Committee **urged** the non-EU Contracting Parties to the AETR to take all necessary measures for the implementation of the digital tachograph within the deadline, and **invited** the EU and its member States that are Contracting Parties to AETR, as well as the private sector to continue to provide all possible assistance to the non-EU countries concerned, enabling them to comply with the deadline.

37. The Committee also **urged** the non-EU Contracting Parties to the AETR to send information about the implementation stage and problems encountered, in the form of the Table of Implementation agreed by SC.1, and all the Contracting Parties to the AETR and the EU to find a practical solution to avoid disruptions in the international road transport due to possible failures in meeting the deadline.

38. The Committee **requested** the secretariat to continue providing all possible assistance in finding practical solutions, including the convening of an extraordinary session of SC.1 to

formally approve such solutions.

D. Activities related to road transport and road traffic safety (agenda item 9(d))

Documentation: ECE/TRANS/SC.1/388 and Corr.1, ECE/TRANS/WP.1/125, ECE/TRANS/SC.1/2009/5, ECE/TRANS/2010/4, Informal document No. 5

39. The Committee **was informed** of the current status of transit road transport quotas of permit systems in the UNECE region.

40. The Committee **noted** that SC.1 had decided to keep this item on the agenda for its next session and **requested** the secretariat to continue monitoring the developments related to the road transit issues in the UNECE region and the opportunities to further facilitate international transport, and to regularly inform SC.1 and ITC accordingly, based on information from member States and relevant road transport NGOs (ECE/TRANS/SC.1/2009/5, ECE/TRANS/2010/4).

41. The Committee **invited** Contracting Parties to the Convention on the Contract for the International Carriage of Goods by Road (CMR) to ratify or accede to the Additional Protocol to the CMR allowing the use of the electronic consignment note (e-CMR), and **noted** that three more ratifications are needed for the Protocol to enter into force.

42. The Committee **was informed** that the UNECE Road Safety Forum, the Working Party on Road Traffic Safety (WP.1) had approved an Action Plan aimed at increasing its role in contributing to improved global road safety and decided to establish an ad hoc group of experts to deal with Intelligent Transport Systems of relevance to WP.1, notably with Variable Message Signs. The mandate of this group will be considered and possibly adopted at the fifty-ninth session of WP.1.

43. The Committee **welcomed** the progress made by of the Road Safety Forum and **approved** the establishment of the Ad hoc Group of Experts on Intelligent Transport Systems of relevance to WP.1, so that it can meet before the seventy-third session of the Committee in 2011.

44. The Committee **considered** Informal document No. 5 containing the results of the first global conference on road safety, held in Moscow from 19 to 20 November 2009. The conference was attended by 1,500 high-level officials from 150 countries, international governmental and non-governmental organizations, and culminated with the adoption of the Moscow Declaration, which invited the General Assembly of the United Nations to declare 2011–2020 the Decade of Action for Road Safety.

45. The Committee **was informed** of the progress made in the implementation of the project funded by the United Nations Development Account (UNDA) “on improving road safety: setting regional and national road traffic casualty reduction targets”, carried out by the five United Nations regional commissions in 2008–2009.

46. The Committee **was also informed** of the follow-up to the cooperation with the Hellenic Basketball Federation and the declaration on “Team Work and Fair Play on the Basketball Court and on our Roads” signed by the Greek basketball champions in Halkida in June 2009, in the framework of the UNECE Conference on Road Safety in South Eastern Europe, hosted by the

Evia Chamber of Commerce and Industry and the Hellenic Chambers Transport Association, with the support of the Hellenic Ministry of Transport and Communications.

47. The Committee **welcomed** the Eurobasket 2009 Road Safety Declaration on the “Respect of the rules”, which was signed by the International Basketball Federation (FIBA) and FIBA Europe, the Polish Government and UNECE during a joint press conference held in Katowice, Poland, on 17 September 2009, on the occasion of the Eurobasket 2009 tournament. The Committee **expressed** its hope that during the World Basketball Championship 2010 in Turkey this European initiative would evolve into a global commitment.

E. Preparation of a new Annex 9 (rail crossing) to the Harmonization Convention (agenda item 9(e))

Documentation: ECE/TRANS/WP.30/2009/2 and Rev.1 and Corr. 1–3

48. The Committee **noted** that, on the basis of contributions by OSJD, OTIF, the European Commission (EC) and the secretariat, the Working Party on Customs Questions affecting Transport (WP.30) had continued its activities towards the finalization of amendment proposals for the introduction of a new Annex 9 to the Harmonization Convention. The Committee also **noted** that at its February 2010 session, WP.30 had approved these proposals and submitted them to the Administrative Committee to the Harmonization Convention (AC.3) for adoption.

49. The Committee **welcomed** this information and **highlighted** the importance of a new Annex 9 for further facilitation of international transport by rail.

F. Progress on the computerization of the TIR procedures—The eTIR project (agenda item 9(f))

Documentation: ECE/TRANS/WP.30/GE.1/2009/5

50. The Committee **was informed** of the progress made in the computerization of the TIR procedure (eTIR) and, in particular, of the recent activities of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) towards the preparation of Chapters 3 and 4 of the eTIR Reference Model. The Committee **noted** that the forthcoming GE.1 session would take place in Helsinki on 8 and 9 March 2010, at the kind invitation of the Finnish Customs.

51. The Committee **decided** to prolong the mandate of GE.1 to the year 2010, and **reiterated** its appeal to all parties concerned to support this important work by ensuring that Information and Communication Technologies (ICT) experts from both Customs and the transport industry would participate in and actively contribute to the discussions of GE.1.

52. The Chair of WP.30 expressed the view that the introduction of eTIR in the future should be done by means of drafting a new multimodal e-transit Customs convention, rather than by amending the present TIR Convention, in order to avoid the situation that an objection from one country would undo many years of in-depth discussions and the efforts that the majority of TIR Contracting Parties had invested into this project. As an example of such an unfortunate event in the recent past, he mentioned the amendment proposal to increase to €60,000 the maximum guarantee amount per TIR Carnet which had been rejected by several countries. The WP.30

Chair also underlined the ongoing problems encountered by TIR Carnet holders in one Contracting Party which seemed to impose Customs escorts in all cases when the amount of import duties and taxes at risk exceeds the TIR guarantee level, instead of applying risk analysis, and without taking account of the limited capacities of border Customs offices to organize such escorts. As a result, transport operators experience long border delays while waiting for escort to be organized and, in this way, are de facto forced to change from TIR to the national transit procedure and to cover the costs of required national guarantees. The representative of IRU was of the opinion that international conventions in general and those on customs transit systems in particular, can be implemented only in true public-private partnership between governments and business. The Committee **took note** of the above information.

G. Border crossing performance measurement (agenda item 9(g))

53. The Committee **was informed** of a recent joint initiative with the OSCE in the area of border crossing facilitation, in particular, of the status quo of the OSCE-UNECE project to develop and publish a “Handbook of Best Practices at Borders”. The Handbook, financed by OSCE, would contain a chapter describing different border crossing performance measurement techniques, including an assessment of their suitability and effectiveness. This chapter might also include guidelines suitable for reporting on progress made in fulfilling Annex 8 of the Harmonization Convention. The Handbook may become a useful tool to promote facilitation at border crossings.

H. Transport and competitiveness (agenda item 9(h))

Documentation: ECE/TRANS/2010/10

54. The Committee **was informed** of the outcome of the Round Table on Supply Chain Challenges for National Competitiveness through Transport, held on 2 December 2009 (ECE/TRANS/2010/10).

55. The Committee **approved** the outline of the project “Supply chain challenges for national competitiveness through transport” and the tentative timetable as contained in an informal document submitted at the twenty-second session of WP.5 held on 8 and 9 September 2009, annexed to document ECE/TRANS/2010/10, as well as the establishment of the relevant task force.

I. Review of the most important issues related to the harmonization of vehicle regulations (agenda item 9(i))

Documentation: ECE/TRANS/WP.29/1070 and Corr.1, ECE/TRANS/WP.29/1072, ECE/TRANS/WP.29/1077, Informal document No. 6

56. The Committee **was informed** of the most recent developments in the work of the World Forum for Harmonization of Vehicles Regulation (WP.29), its six subsidiary Working Parties, four Administrative Committees and informal groups. The Committee **noted** that in 2009, thirty informal groups (Informal document No. 6) worked in parallel to the World Forum and its subsidiary bodies assisting them in developing new vehicle regulations and in adapting the 135 existing vehicle regulations to technical progress when special expertise was needed.

57. The Committee **was informed** that, pursuant to the request of the Committee at its 2009 session, WP.1 had initiated in 2009 the work to ensure continuous concordance and consistency between the Convention on Road Traffic (1968) and the regulations developed by the World Forum. It was **recalled** that the World Forum had expressed the wish that the Vienna Convention should enable the vehicles entering international traffic to meet the World Forum regulations as an alternative to the provisions of the Convention governing the technical specifications of vehicles. The Committee **recommended** that WP.1 continue working, as a matter of priority, to ensure a continuous concordance/consistency between the Convention on Road Traffic, of 1968 and the regulations developed by WP.29.

58. The Committee **noted** that the European Union had adopted Regulation (EC) No. 661/2009 in which 50 Directives on vehicles had been replaced by reference to vehicle regulations developed by the World Forum. The Committee also **noted** that at its November session, the World Forum had been informed by the delegation of the Russian Federation that around 120 regulations annexed to the 1958 Agreement would be made mandatory in the legislation of the Russian Federation by direct reference. The Committee was **informed** by the delegation of the Russian Federation that the national legal processes to make reference to the regulations had been concluded.

59. The Committee also **noted** that the World Forum Vice-Chair represented the World Forum at the first Ministerial Conference on Road Safety held in Moscow from 19 to 20 November 2009. The Committee also **noted** that the secretary of the World Forum participated in the Conference on Elimination of Technical Barriers to Trade, organized by the Organisation for Economic Co-operation and Development (OECD) in Paris in October 2009, where he presented the 1958 Agreement and the Regulations annexed to it as a useful tool to eliminate technical barriers to trade, due to the mutual recognition of type-approvals granted in the framework of the 1958 Agreement.

60. With regard to the 1958 Agreement and the Regulations annexed to it, the Committee **noted** that in 2009 the number of Contracting Parties to the Agreement remained the same (48 UNECE and non-UNECE countries). One hundred amendments to 54 existing Regulations were adopted by the Administrative Committee (WP.29/AC.1) of the Agreement. The Committee also **noted** that in 2009, the secretariat had participated in the conference of the Association of South-East Asian Nations (ASEAN) in Egypt and provided officials and interested stakeholders of some countries of the Arab Gulf with information on the Agreement in order to facilitate the decision-making procedure regarding their future accession.

61. With regard to the 1998 (global) Agreement and global technical regulations (gtrs), the Committee **noted** that the number of Contracting Parties remained the same (31 from all continents) in 2009. The Executive Committee of the Agreement (WP.29/AC.3) adopted, for their establishment in the Global Registry of the 1998 Agreement, two new gtrs on Off Cycle Emissions and on emissions of Non Road Mobile Machinery as well as five amendments to existing gtrs. A total of 11 global technical regulations are currently established in the Registry of gtrs. The Committee also **noted** that work continued on the nine priorities identified to establish new draft gtr and update the existing ones. Regarding the reduction of emissions of pollutants from light vehicles, including CO₂ emissions, WP.29/AC.3 agreed at its November 2009 session to develop a new gtr on this matter. All the stakeholders of the World Forum, including Canada, United States of America, the European Union and its member States,

Australia, China, India, Japan, the Republic of Korea, the Russian Federation and South Africa supported the development of this new gtr and most of them will collaborate in the research activities needed to complete it. The Committee also **noted** that, in addition to the nine priorities to develop gtrs, the six Working Parties subsidiary to the World Forum also considered additional items that WP.29/AC.3 had authorized to pursue or to set as new priorities (see Annex II to ECE/TRANS/WP.29/1079). WP.29/AC.3 is currently identifying the priorities for the development of new gtrs.

62. With regard to the 1997 Agreement on Periodical Technical Inspections, the Committee **noted** that the number of Contracting Parties remained the same (9) in 2009. The Committee **noted** that, at its November 2009 session, the World Forum had considered a new draft Rule on periodical technical inspections with respect to safety of heavy commercial passenger and goods vehicles used in international transport, which was referred to the concerned Working Parties for consideration. The Committee **invited** the 18 countries which had signed the 1997 Agreement on Periodical Technical Inspections to accelerate their national ratification procedures.

63. The Committee **noted** that the World Forum had considered a revision on the Consolidated Resolution on the Construction of Vehicles (R.E.3), to update its provisions and the references to the vehicle regulations developed by the World Forum. The World Forum is expected to carry out this revision during 2010.

J. Fuel standards (agenda item 9(j))

64. The Committee **was informed** of the progress of work in the World Forum on the development of market fuel quality standards as a necessary condition. The Committee **recalled** the close link between the market fuel quality and the emissions of pollutants from motor vehicles.

65. The Committee **noted** that the informal group set up to develop these standards met twice during 2009 and agreed to develop technical specifications for market fuel quality taking into account the emission control technologies of vehicles. The group needed to identify, on the basis of these specifications, the most appropriate administrative procedure for publishing them (e.g. as a guideline or as an annex to either the Regulations concerned or the Consolidated Resolution on the Construction of Vehicles (R.E.3) or the Special Resolution No. 1 (S.R.1) or as a new regulation under the 1958 or 1998 Agreement).

66. Moreover, the Committee also **noted** that all countries or regions, developed and emerging ones, should be involved in market fuel standards harmonization. The informal group had agreed to work on conventional fuels and biofuels and to focus on liquid fuels and gaseous fuels.

67. The Committee **was informed** that the new P3 post requested previously by the member States had been allocated to the Transport Division to work on climate change and transport, on fuel quality standards, as well as on other related areas.

K. White Paper on Efficient and Sustainable Inland Water Transport in Europe (agenda item 9(k))

68. The Committee **was informed** of the outline and structure of the draft “White Paper on Efficient and Sustainable Inland Water Transport in Europe”, mandated by the pan-European

Conference on Inland Water Transport (Bucharest, 2006) and currently prepared under the auspices of the Working Party on Inland Water Transport (SC.3). The White Paper will present the evolution of inland navigation since publication of the first UNECE White Paper in 1996 and promote a pan-European vision for the development of efficient and sustainable inland water transport

69. The Committee **requested** SC.3 to finalize the White Paper on Efficient and Sustainable Inland Water transport in Europe and to submit it at the next session of the Committee.

L. Harmonization of navigation rules for inland water transport in Europe based on the European Code for Inland Waterways (agenda item 9(l))

Documentation: ECE/TRANS/SC.3/115/Rev.4

70. The Committee **was informed** of the completion of a substantial revision of the European Code for Inland Waterways (CEVNI) that further harmonized navigation rules for inland water transport in the UNECE region. This fourth edition of CEVNI was available at the session in English, French and Russian (ECE/TRANS/SC.3/115/Rev.4).

71. The Committee **welcomed** the revised CEVNI and **requested** SC.3 to keep it up to date, monitor its implementation and ensure functioning of its reporting mechanism under Chapter 9.

M. Review of the most important issues related to the transport of dangerous goods (agenda item 9(m))

Documentation: ST/SG/AC.10/C.3/70, ST/SG/AC.10/C.3/72, ST/SG/AC.10/C.4/36, ST/SG/AC.10/C.4/34, ECE/TRANS/WP.15/201, ECE/TRANS/WP.15/203, ECE/TRANS/WP.15/AC.1/114 and Add.1, ECE/TRANS/WP.15/AC.1/116 and Add.1–2, ECE/TRANS/WP.15/AC.2/32 and Add.1, ECE/TRANS/WP.15/AC.2/34., ECE/ADN/4, ECE/ADN/6, ECE/ADN/8, ECE/TRANS/2010/2, Informal document No. 1.

72. The Committee **noted** that the Economic and Social Council adopted resolution 2009/19 on 21 July 2009 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. 1) and that the Working Party on the Transport of Dangerous Goods (WP.15), the RID/ADR/ADN^{5/} Joint Meeting and the ADN Safety Committee had already taken action as required in operative paragraphs 3 to 6 of section A of the resolution. The Committee also **noted** that, pursuant to operative paragraph 2 of sections A and B, the secretariat had already published the sixteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in Arabic, English, French, Russian and Spanish), the fifth revised edition of the Manual of Tests and Criteria (in English and French) and the third revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in English, French, Russian and Spanish). The remaining language versions were under preparation.

^{5/} 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).

73. The Committee **took note** of the outcome of the 2009 sessions of the Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods and Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (ST/SG/AC.10/C.3/70, ST/SG/AC.10/C.3/72, ST/SG/AC.10/C.4/34, ST/SG/AC.10/C.4/36).

74. The Committee **noted** that, following accession by Andorra and Turkey, there were 46 Contracting Parties to the ADR. 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 had become Parties to it. Thirty-three Contracting Parties had done so.

75. The Committee **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Kazakhstan, Malta, Montenegro, Morocco, Serbia, The former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to become Contracting Parties to the 1993 Protocol in order to allow it to come into force.

76. The Committee **noted** that WP.15 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) in 2008 and 2009 and adopted amendments specific to ADR and ADN. All these amendments should come into force on 1 January 2011.

77. The Committee **considered** document ECE/TRANS/2010/2 prepared by the secretariat pursuant to its request (ECE/TRANS/206, para. 93) regarding the possible legal procedures for the deletion of the word "European" from the title of ADR, in order to facilitate accession by non-UNECE countries.

78. Some delegations supported the proposed procedure. However, some questions were raised regarding the administrative costs of the legal procedures that Contracting Parties would have to initiate at the national level in relation to this amendment, and the time needed for such procedures. One delegation did not support the proposal of amending the title, since it considered that: ADR was already open to all member States of the United Nations; the fact that the word "European" in the title of ADR was an obstacle to accession by non-European countries had not been clearly demonstrated; and the administrative costs for Contracting Parties and the secretariat had not been evaluated. The Committee **concluded** that the issue should be referred back to WP.15.

79. The Committee **noted** that, following ratification by Croatia and Slovakia and accession by Ukraine, the number of Contracting Parties to ADN had reached 13.

80. The Committee **urged** Contracting Parties to the ADN to ensure that they are represented at the sessions of the ADN Administrative Committee, so that the quorum required for making decisions is reached at all sessions.

81. The Committee **noted** that the secretariat had sent a letter to Permanent Missions of ADN Contracting Parties to the United Nations Office in Geneva requesting countries to submit the various notifications required by ADN (see ECE/ADN/4, paras. 16–17 and annex). The Committee **urged** Contracting Parties which would not have done so to submit such information, in particular details of competent authorities and notification of recognized classification societies, without delay.

N. Review of the most important issues related to the transport of perishable foodstuffs (agenda item 9(n))

Documentation: ECE/TRANS/WP.11/220

82. The Committee **noted** with satisfaction that there were 45 Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP).

83. The Committee **was informed** by the Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) that little progress had been made on amending the ATP at the sixty-fifth session of WP.11 due to the unanimity requirement when it came to decision-making. He mentioned in particular that a proposal to introduce an ATP test for multi-compartment multi-temperature vehicles had been blocked. Disappointed with the lack of progress on this issue which had been under discussion for many years by the Working Party, several countries were now looking into drawing up a multilateral agreement regarding such a test procedure as allowed by Article 7 of the ATP.

84. The Committee **noted** that proposed amendments to the ATP adopted at the sixty-fourth session of WP.11 in October 2008, including a revised text of Annex 1 of the ATP, had been circulated to ATP Contracting Parties in April 2009. Subsequently, one country had made a notification stating that although it intended to accept the proposed amendments, the conditions necessary for such acceptance were not yet fulfilled. As a result, and barring a prior acceptance or objection, the proposed amendments would be considered accepted in July 2010.

85. The Committee **welcomed** the participation by Central Asian countries (Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan) in the sixty-fifth session of WP.11 thanks to the EU's TRACECA programme which had funded a project aimed at helping those countries to establish ATP testing facilities. The Committee **expressed** its hope that Kyrgyzstan and Tajikistan would shortly be able to accede to the ATP Agreement.

86. The Committee **was informed** by the representative of Turkey that his country had translated the ATP into Turkish and hoped to be able to accede to the Agreement shortly.

O. Road map on future work and operation of the Working Party on Intermodal Transport and Logistics (agenda item 9(o))

Documentation: ECE/TRANS/WP.24/2009/5

87. The Committee **took note** of an analysis on the future work and operation of the Working Party on Intermodal Transport and Logistics (WP.24). On the basis of a report prepared by a group of experts, the Working Party had agreed on a new draft programme of work (2010–2014). It had also decided to focus discussions on specific themes, moderated by a lead country or organization, to arrange, as far and as soon as possible, back-to-back sessions with other Working Parties, particularly with the Working Party on Rail Transport (SC.2) and to improve visibility, communication and outreach, particularly to Eastern Europe, Caucasus and Central Asia (EECCA) countries, including the convening of round tables, seminars and sessions outside Geneva (ECE/TRANS/WP.24/125, paras. 18–22).

88. The Committee **welcomed** the expedient preparation of the road map on the future work and operation of WP.24 as a model to be followed by other UNECE bodies.

89. In this context, the Committee **requested** WP.24 to continue its work, possibly by means of an informal expert group, on the preparation of a discussion document on civil liability regimes governing intermodal transport, addressing possible conflicts of legal provisions in CMR (road), COTIF (rail), Montreal Convention (air) and the newly adopted Rotterdam Rules (maritime).

P. Inland transport security (agenda item 9(p))

90. The Committee **was informed** by the Chair of the Multidisciplinary Inland Transport Security Expert Group of the outcome of a two day inland transport security meeting organized and hosted by UNECE from 28 to 29 January 2010, as a follow-up to the work of the Group, in accordance with the Committee's decision at its seventy-first session in 2009 (ECE/TRANS/206, para. 57). The meeting was organized in cooperation with private sectors partners and aimed at providing a forum to discuss horizontal issues addressed to the Committee's subsidiary bodies and to exchange good practices.

91. The Committee **recommended** that the UNECE Transport Division—in partnership with member States, international organizations, private sector, and academia—continue its work aimed at enhancing inland transport security, in particular by organizing events to exchange information and share best practices.

Q. Global warming and transport (agenda item 9(q))

Documentation: Informal document No. 7

92. The Committee **was informed** of the activities of the Transport Division regarding Global Warming and Transport (Informal document No. 7).

93. The Committee **noted** that the World Forum for the Harmonization of Vehicle Regulations (WP.29) was organizing a round table on Climate Change and Transport at its June 2010 session. To this aim, the World Forum held a brainstorming session at its last session in November 2009. Documents ECE/TRANS/WP.29/2010/45, 46 and 47 ^{6/} contain additional information to be considered by the round table. The draft programme of the round table will be distributed at the March 2010 session of the WP.29, for its consideration, as informal document No. WP.29-129-03. ^{7/}

94. The Committee **supported** the activities of the Transport Division on Global Warming and Transport and **invited** its subsidiary bodies to incorporate this activity in their agendas. The Committee also **invited** its representatives to participate in the above-mentioned Round Table organized by WP.29 at its 151st session in the afternoon of 24 June 2010.

95. The Committee **noted** that the Transport Division initiated a new project to study the impact of road transport on global warming, funded by UNDA, for implementation together with

^{6/} Available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/gen2010.html>

^{7/} Available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/geninf150.html>.

all other United Nations regional commissions. The funding of this project was confirmed at the end of 2009. The project objectives include the development of an information and analysis tool based on a uniform methodology for the evaluation of the emissions of CO₂ in the inland transport sector, taking into account climate-relevant indicators and new transport trends. The methodology for evaluating CO₂ emissions would serve as a tool that could be used by all United Nations member States to analyse a wide range of questions linked to CO₂ emissions and to optimize the use of energy sources in the transport sector. Thus, it would also be a powerful and transparent analysis tool to develop future transport strategies and to support policy decisions by the member States.

R. Intelligent Transport Systems (agenda item 9(r))

Documentation: Informal document No. 8

96. The Committee **was informed** of the progress made in the field of Intelligent Transport Systems (ITS) and, in particular, the recent activities of WP.29 (Informal document No. 8). The Committee **noted** that WP.29 would continue its activities focusing on Intelligent Vehicle Systems (IVS).

97. The Committee **was also informed** that the development of a road map was progressing within the activities of the Vehicle Regulations and Transport Innovations section in partnership with the Government of Italy. The Committee **supported** the need for deployment of ITS work in all transport modes and **invited** its subsidiary bodies to contribute in the elaboration of a road map for incorporating ITS into their activities.

98. The Committee **noted** that a Junior Professional Officer, under the sponsorship of Germany, had recently been assigned to the Vehicle Regulations and Transport Innovations section in order to coordinate the work of all the sections of the Transport Division in the development of the ITS activities and to collaborate with the Vehicle Regulations and Transport Innovations section.

S. Transport of people with reduced mobility (agenda item 9(s))

Documentation: ECE/TRANS/SC.2/212

99. The Committee **noted** that a workshop on passenger accessibility of heavy rail systems took place during the sixty-third session of SC.2, **endorsed** the policy statement on passenger accessibility of heavy rail systems adopted by the Working Party on Rail Transport (ECE/TRANS/SC.2/212, annex III) and **invited** the Working Party on Transport Statistics to consider whether and how it could collect the data needed to quantify social benefits of accessibility measures.

XII. ISSUES OF INFORMATIVE CHARACTER AND FORMAL APPROVAL BY THE COMMITTEE (agenda item 10)

A. Approval of reports of the Committee's subsidiary bodies (agenda item 10(a))

Documentation: ECE/TRANS/207/Add.1, ECE/TRANS/SC.1/388/Corr.1

100. The Committee **approved** as a whole all the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained therein (ECE/TRANS/207/Add.1).

101. The Committee **noted** the view expressed by the European Commission that paras. 40 to 42 of the report of the 104th session of SC.1 (ECE/TRANS/SC.1/388) would require rectification and shortening.

B. Information on the 2010 E-Road and 2010 E-Rail Traffic Censuses (agenda item 10(b))

Documentation: Informal document No. 9

102. The Committee **invited** UNECE member States to take part in the 2010 censuses of traffic on E-Roads and E-Rail lines in compliance with ITC resolutions No. 259 and No. 260 adopted at its seventieth session, and to inform the secretariat whether they agree to do so.

C. Status of accession to international UNECE transport agreements and conventions (agenda item 10(c))

Documentation: Informal document No. 10

103. The Committee **noted** the information on the latest status as at 31 January 2010 of signatures, ratifications and accessions concerning international instruments on inland transport concluded under the auspices of the Committee (Informal document No. 10). The Committee **invited** member States, which have not yet done so, to become Contracting Parties to UNECE Agreements and Conventions in the field of transport as soon as possible.

XIII. BIENNIAL EVALUATION FOR THE 2008–2009 BIENNIUM (agenda item 11)

Documentation: ECE/TRANS/2010/6

104. The Committee **approved** the evaluation of the subprogramme activities for the 2008–2009 biennium as reflected in document ECE/TRANS/2010/6.

XIV. PERFORMANCE PLANNING FOR THE EVALUATION OF THE 2010–2011 PROGRAMME OF WORK AND APPROVAL OF THE STRATEGIC FRAMEWORK FOR THE 2012–2013 BIENNIUM (agenda item 12)

Documentation: ECE/TRANS/2010/7

105. The Committee **approved** the performance planning for the evaluation of the 2010–2011 programme of work and of the strategic framework for the 2012–2013 biennium as reflected in document ECE/TRANS/2010/7.

XV. DRAFT PROGRAMME OF WORK 2010–2014 (agenda item 13)

Documentation: ECE/TRANS/2010/8 and Corr.1

106. The Committee **adopted** its programme of work for the period 2010–2014 (ECE/TRANS/2010/8 and Corr.1).

XVI. SCHEDULE OF MEETINGS IN 2010 (agenda item 14)

Documentation: ECE/TRANS/2010/9

107. The Committee **adopted** its schedule of meetings in 2010 and from January to March 2011 (ECE/TRANS/2010/9) with some corrections, the final version of which is to be circulated in ECE/TRANS/208/Add.1.

XVII. ELECTION OF OFFICERS FOR THE COMMITTEE'S SESSIONS IN 2011 AND 2012 (agenda item 15)

108. The Committee **elected** Mr. Erdem Direkler (Turkey) as Chair, as well as Mrs. Isabelle Paillet (France) and Mrs. Ekaterina Slizkova (Russian Federation) as Vice-Chairs for its sessions in 2011 and 2012.

109. The Committee **expressed** its warm thanks to Mr. Ralph Kellermann for having guided successfully, as Chair, its discussions for several years.

XVIII. COMPOSITION OF THE COMMITTEE'S BUREAU IN 2010 AND 2011 (agenda item 16)

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

Chair:	<u>Mr. Erdem Direkler</u>	(Turkey)
Vice-Chairs:	<u>Mrs. Isabelle Paillet</u>	(France)
	<u>Mrs. Ekaterina Slizkova</u>	(Russian Federation)
Members:	<u>Mr. Sergej Negrei</u>	(Belarus)
	<u>Mr. Ralph Kellermann</u>	(Germany)
	<u>Mr. Fabio Croccolo</u>	(Italy)
	<u>Mr. Bob Oudshoorn</u>	(Netherlands)
	<u>Mr. José Alberto Franco</u>	(Portugal)
	<u>Mr. Victor Guzun</u>	(Republic of Moldova)
	<u>Mr. Jean-Claude Schneuwly</u>	(Switzerland)

111. A standing invitation will be extended to the European Commission to attend meetings of the Bureau as observer, normally being represented by the Directorate-General of Transport.

XIX. ANY OTHER BUSINESS. DATE OF NEXT SESSION (agenda item 17)

112. The Committee **noted** that its seventy-third session is tentatively scheduled to be held in Geneva from **1 to 3 March 2011**.

XX. ADOPTION OF THE LIST OF MAIN DECISIONS OF THE SEVENTY-SECOND SESSION (agenda item 18)

113. The Committee **adopted** the list of main decisions of its seventy-second session.

Annex

INLAND WATER TRANSPORT IN THE UNECE REGION IN THE FRAMEWORK OF A HALF-DAY ROUND TABLE (23 February 2010)

Chairman's conclusions

1. High-level speakers from the Ministries of Transport of Germany, Moldova, the Netherlands and the Russian Federation opened the session. Representatives of the EU, CCNR, DC, INE and EBU made presentations. A panel discussion followed with a representative of the port of Rotterdam on the theme: Can inland water transport become competitive and an integral part of global supply chains? Mr. R. Vorderwinkler, Chair of the Working Party on Inland Water Transport (SC.3) moderated the panel discussions and concluded the round table.
2. There was agreement among participants that inland water transport is an environmentally friendly and cost-efficient mode of transport that is still very much underutilized along important European transport corridors, while many European road and rail networks are overloaded and congested.
3. In order to make Europe's inland waterways more attractive to customers, panel participants appealed to European Governments to provide for the necessary inland water and port infrastructures as well as for adequate maintenance to ensure reliability of its services that was a prerequisite for competitive operation. In order to do so, Governments should set up mechanisms for a holistic approach to sustainability in inland navigation that goes beyond individual and local interests and makes use of new technical solutions that minimize local interventions in river beds and canals while maximizing the overall sustainability of the transport system.
4. The inland navigation industry has still considerable potential for growth. It must however streamline its operations and align its vessel fleet with modern safety and environmental requirements. In particular, the still very fragmented industry needs to be better integrated into sophisticated door-to-door transport chains and must make further inroads into potential growth markets, such as the transport of containers and manufactured goods in port hinterland traffic. Towards this end, a level playing field between maritime and inland navigation interests needs to be established in major European sea ports as well as mechanisms for the consolidation of port hinterland traffic to inland hubs.
5. Participants agreed that UNECE should continue its legal and technical work in inland navigation at the pan-European level. In close cooperation with interested member countries, the European Union and the river commissions, UNECE should further sustain its pan-European activities on:
 - (a) Laying down infrastructure standards, operational parameters and benchmarks for efficient inland water transport through maintenance of the AGN Agreement and the Inland Water Protocol to the AGTC Agreement and monitoring of implementation;
 - (b) Ensuring safe transport of dangerous goods by inland waterways through maintenance of

the ADN Agreement and coordination of its provisions with those applicable for other transport modes;

- (c) Further harmonization of navigational rules (CEVNI) and signs and signals (SIGNI) on inland waterways;
- (d) Harmonization of technical and manning standards and requirements for inland navigation vessels and their crews to ensure mutual recognition of ships' and boatmasters' certificates;
- (e) Promotion of efficient and standardized Europe-wide River Information Services (RIS).

6. The Working Party on Inland Water Transport should continue to offer a pan-European platform and forum to exchange information on inland navigation policies and best practices. The forthcoming UNECE White Paper on inland water transport would provide a good basis for such activities in the years to come.

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