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Draft work plan 2012–2016

Draft Work Plan 2012–2016

Note by the secretariat

I. Programme activities

1. The Inland Transport Committee (ITC) reviews its programme of work every two years for the following period of four years. At its seventy-second session in February 2010, the ITC adopted its programme of work for the period 2010–2014 (ECE/TRANS/2010/8 and Corr.1).
2. The draft work plan contained in this document has been prepared by the secretariat on the basis of the programme of work approved by the Inland Transport Committee at its seventy-second session and by its subsidiary bodies in the course of 2011.
3. With a view to facilitating comparison of the description part of the attached draft programme with the text adopted by the respective subsidiary bodies of the Committee in 2011, the secretariat has, where possible, indicated additional programme elements or elements replacing old text in bold characters while the texts proposed for deletion have been struck through.

II. General objectives pursued by the ITC

4. In order to allow a better understanding of the scope of work of the Inland Transport Committee, the general objectives pursued in carrying out the programme of work are outlined below. Through the pursuance of these objectives, the Committee intends:
 - (a) to promote the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport in the UNECE region;

(b) to further the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and documentation;

(c) to promote the coordinated development of infrastructures for road, rail and inland waterway transport as well as for combined transport;

(d) to support the development of sustainable transport by means of promoting both the reduction of the negative impact of transport on the environment and the utilization of environmentally sound modes of transport;

(e) to develop appropriate methodologies and definitions for the collection, compilation and harmonization of transport statistics for the purposes of comparability and consistency;

(f) to contribute to the elaboration, administration and revision of Agreements, Conventions and other international legally binding instruments in the various fields of inland transport;

(g) to monitor progressively the implementation of these international legal instruments in the various countries;

(h) to promote subregional cooperation with a view to such implementation and

(i) to advise and assist UNECE member countries, particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing transport systems and infrastructures.

III. Programme Activity 02.1: Transport Trends and Economics

Review of general trends with regard to transport development and transport policy, and analysis of specific transport economic issues Priority: 1

Description:

Review and exchange of information on general trends in the development of transport and of specific transport economic issues including transport development in the Mediterranean Region.

Work to be undertaken:

The Committee and the Working Party on Transport Trends and Economics (WP.5) will consider and carry out the following activities:

A. Continuing Activities

1. Study of economic aspects of transport taking into account (i) the integration process going on within the UNECE region, and (ii) the reform processes under way in member countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development.

Output expected:

Report on transport developments every 5 years (~~2012~~) (2013). Priority: 2

2. Periodical review of new important policy developments relating to inland transport in UNECE member countries in order to make the medium- and long-term evolution of transport more transparent. The Working Party WP.5 will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport and take into account the findings arrived at during international meetings focusing on salient issues of transport development.

Output expected:

Reports on developments in inland transport of member countries (every five years; next report: ~~2012~~ **(2013)**). Priority: + 2

3. Monitoring of the developments relevant to the Pan-European Transport Corridors in cooperation with the EC.

Output expected:

Report on progress made in the implementation of the Pan-European Transport Corridors. Priority: 1

4. Study of the interrelationship of the UNECE Agreements (AGR, AGC, AGTC and its Protocol, AGN) and the UNECE projects (TEM, TER) with the Pan-European transport network planning procedure with a view to:

(a) indicating the major international transport routes to be considered for improvement and modernization, establishing priorities and a timetable taking into account those parts of the networks where there are bottlenecks and missing links;

(b) assessing the cost of this infrastructure plan and making suggestions for financing it.

Output expected:

Production of a biannual report on coherent European system of international transport infrastructure. Priority: 1

5. ~~Further elaboration of the elements of the joint UNESCAP/UNECE programme on the development of Asia-Europe land transport links as well as the analysis of results of international meetings on the problem.~~ **extension of the Euro-Asian transport links work under the related expert group implementing the EATL Phase II, as well as the continuation of co-ordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analyzing economically viable inland transport options; examining non-physical obstacles and facilitating international transport along EATL routes; collecting transport flows data in the EATL region; strengthening national capacities; sharing experience and best practices along the Euro-Asian transport routes; and further developing and updating the Geographic Information System (GIS) database.**

Output expected:

Final Report on Euro-Asian transport links (~~2008~~). Phase II (within 2012) and possible continuation of the work beyond 2012. Priority: 1

6. Financing schemes of transport infrastructure

Output expected:

Report on national experiences Priority: 1

7. Development of efficient management frameworks for transport infrastructure maintenance and operation, thus optimizing the need for new investments (linked to the development of the Quality-of-Service concept).

Output expected:

Report on the quality of transport services Priority: 2

8. Improving inter-modal coordination and integration with a view to establishing a balanced European transport system. This also includes activities related to seaports as important nodal points for a change of transport mode. Priority: 2

9. Assistance regarding institutional adaptation of government administration and of transport enterprises to market economy. This also includes support through the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).¹

Output expected:

Annual report for information Priority: 1

10. Strengthening of cooperation with the Mediterranean Study and Training Centre, to enable all UNECE countries to benefit from the activities carried out including the organization of workshops. The Working Party will also analyze evolution of transport developments in the Mediterranean basin and the Black Sea region, as well as consider information on the Europe/Africa Permanent Link through the Strait of Gibraltar.

Output expected:

Production of an annual report for information on the activities of the Study and Training Centre. Priority: 2

Biennial report for information on the progress made in the analysis of the Europe/Africa Permanent Link through the Strait of Gibraltar Priority: 3

B. Activities of a limited duration

11. As follow-up to the Conference on Transport and the Environment: Development and implementation of programmes to establish attractive networks taking into account such aspects as intermodality, interoperability and environmentally sound vehicles.²

12. **Work on adaptation aspects of Climate Change and Transport under the newly established Group of Experts on climate change impacts and adaptation for international transport networks.**

Duration: two years (2011–2013)

Output expected:

Report of policy-oriented recommendations that aim to improve the long-term sustainability of international transport in areas such as: infrastructure, risk-

¹ A detailed list of subjects is circulated in document TRANS/1999/11.

² In addition to the above item, the Working Party wishes to be associated with activities on transport and environment concerning, in particular, development of methodologies for setting up databases, implementation of scientific programmes, assistance to countries in transition, development of environmental guidelines, external costs, analysis of questions related to the protection of sensitive areas (see also items I (c), (d), (g), (h); III (e); IV (c), (f) in the Programme of Joint Action).

assessment methodology, evaluation of adaptive measures, risk management, training tools, and cross-border information sharing by national transport authorities. **Priority: 1**

IV. Programme Activity 02.3: Road transport (Trans-European network for motorways (TEM) Project)

Description:

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 is also 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 draws up 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). The participation in SC.1 is open to all countries across the world.

Work to be undertaken: The Working Party on Road Transport will pursue the following activities:

A. Continuing Activities

1. Implementation and amendment of the European Agreement on Main International Traffic Arteries (AGR) **Priority: 1**

Description:

In order to adapt the European road network to future requirements, the Working Party on Road Transport (SC.1) will take suitable action to implement the Agreement and amend as necessary its provisions taking into account the evolution of traffic flows, as well as the safety and security of the network.

Work to be undertaken:

~~Consideration of the AGR Agreement in the light of new traffic flows.~~

~~Output expected by the end of 2011:~~

- **Development** and adoption of amendments to ~~Annex I to~~ the AGR including, **if and when deemed necessary**, new E-roads.
- **Enhancing Development** of AGR standards which have **the purpose of enhancing an impact on** road safety, environmental protection and energy saving.

~~Output expected by the end of 2011:~~

- Preparation and ~~possible~~ adoption of ~~new any necessary~~ amendments to the AGR ~~to include~~ **regarding the** provisions on road safety audits and possibly on security
- Monitor the implementation of AGR standards along the E-Roads network

~~Output expected by the end of 2011:~~

- Preparation and ~~launching~~ **dissemination** of a questionnaire concerning implementation of AGR standards.

2. Trans-European North-South Motorway (TEM) Project Priority: 2

Description:

In order to assist in the **further development** ~~construction~~ of the TEM network as part of an integrated international road infrastructure, the Working Party on Road Transport (SC.1) will continue its close cooperation with TEM.

Work to be undertaken:Output expected by the end of 2011:

- Review of ongoing and expected future progress ~~in~~ **of** the TEM network and consideration of possibilities to contribute to its further development (e.g., combined transport, financing).
- Monitoring **of** the development of the TEM Project and **providing assistance to** the TEM Project whenever possible and appropriate.

3. Harmonization of requirements concerning international road transport and facilitation of its operations Priority: 1

Description:

In order to simplify and harmonize requirements concerning international road transport and the facilitation of its operations, the Working Party on Road Transport (SC.1) will elaborate and update, as necessary, appropriate international legal instruments and/or recommendations and will consider selected aspects of international transport of passengers and goods by road, particularly those related to the facilitation of road transport between countries and sub-regions in the UNECE area including the simplification and harmonization of administrative procedures and documentation.

Work to be undertaken:Output expected by the end of 2011:

- **Identification and execution of the necessary steps in order to ensure effective** implementation of the European Agreement on the Work of Crews of Vehicles engaged in International Road Transport (AETR) ~~in general~~ **and particularly of the provisions on** ~~of~~ the digital tachograph ~~in particular~~. Priority: 1
- **Working towards the objective of the successful** implementation of ~~new~~ the provisions concerning the regulation of driving and rest periods for professional drivers **by the Contracting Parties**. Priority: 1
- ~~To the extent possible and based on the sufficient number of Member country replies, evaluation of the survey (to be conducted every two years) on the effective application of the AETR and number of problem areas identified and proposals to address them within the framework of the follow-up to the survey.~~
- **Achieving effective and fully operational implementing systems** for the digital tachograph in non-EU AETR countries. Priority: 1
- Consideration of questions concerning the Green Card International Motor Insurance System, **including encouraging** and **facilitating** membership **to** the Green Card System **as well as considering** possibilities for the establishment of a similar international motor insurance system for countries beyond the area covered by the Green Card System. Priority: 2

- **Development of proposals to promote** the harmonization of fiscal and other measures in order to avoid any discriminatory practices in international road transport. Priority: 2
- ~~Development of proposals regarding the harmonization of fiscal and other measures in international road transport.~~

B. Activities of limited duration

4. **Consideration of the possibility to modify the Consolidated Resolution on the Facilitation of International Road Transport (R.E.4) in certain areas such as the security of passenger and goods transport and in relation to the access to the profession of the road transport operator** Priority: 2

Output expected by the end of 2011:

- ~~Consideration of the need to modify or add to R.E.4 on certain subjects, such as the security of passenger and goods transport and access to the profession of road transport operator.~~

5. Consideration of new challenges, opportunities and developments in the facilitation of international road transport between countries and sub-regions in the UNECE area and beyond, including quantitative restrictions imposed on international road transport of goods. Priority: 1

Output expected by the end of 2011:

- Cooperation including joint meetings where appropriate with other UNECE bodies such as the Working Party on Customs Questions affecting Transport (WP.30) on the facilitation of border crossing e.g. visa issuance to professional drivers, the Working Party on Road Traffic Safety (WP.1) on the safety of infrastructure.
- Adoption of a new global multilateral legal instrument on the international regular transport of passengers by coach and bus

6. Implementation of transport-related UNECE agreements and conventions. Priority: 1

Output expected by the end of 2011:

- ~~Entry into force of the Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) introducing the electronic consignment note and wide use of it~~
- **To define** and put in place well-functioning implementation monitoring mechanisms for the legal instruments dealt with by the Working Party;
- **To operationalize the Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), concerning the electronic consignment note (e-CMR).**

7. **Group of Experts on the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)**

Output expected:

To examine and assess the problematic aspects of implementing the Agreement and to develop proposals for their solution. These include the questions relating to the prevailing legal instrument, third country rights and obligations under the agreement,

the relationship between the Agreement and the European Union parallel/coinciding legislation, the matter of art. 22bis and the difficulties with the digital tachograph.

V. Programme activity 02.4: Road Traffic Safety

Description:

Mindful of the worldwide scope of its work, the Working Party on Road Traffic Safety (WP.1) will examine ~~matters~~ **issues** and adopt measures aimed at improving road traffic safety. To this end, it will consider, inter alia, the implementation of the Conventions on Road Traffic and on Road Signs and Signals, 1968, and the European Agreements of 1971 supplementing them and elaborate proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2). WP.1 will also seek to promote the global application of its work and adapt itself to the dynamics of road safety by including in its debates more policy-related issues. WP.1 will also develop activities to promote road traffic safety awareness in the framework of the UN Decade of Action for Road Safety (2011-2020).

Work to be undertaken:

The Working Party on Road Traffic Safety will pursue the following activities:

A. Continuing Activities

1. Encouraging accession to and effective implementation of the Conventions on Road Traffic and on Road Signs and Signals, 1968, and the European Agreements of 1971 supplementing them and the Protocol on Road Markings, and elaboration of amendment proposals to these legal instruments with a view to strengthening and harmonizing road safety standards. Priority: 1

Output expected by the end of 2011:

- Consideration and/or adoption where appropriate of new amendment proposals to the above instruments concerning, inter alia, the relationship between the Convention on Road Traffic, 1968 and UNECE Vehicle Technical Regulations, and possibly the relevant security measures concerning road traffic recommended by the Multidisciplinary Group of Experts on Inland Transport Security.
- Wide dissemination of the consolidated versions of the Conventions on Road Traffic and on Road Signs and Signals, 1968, in all official United Nations languages.

~~Publication and~~ Wide dissemination of the **published** Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2) Priority: 1

Output expected by the end of 2011:

2. Publication of the two resolutions in a more attractive and modern form and wide dissemination, with priority to the other Regional Economic Commissions.
3. ~~Define and put in place~~ **Definition and implementation of** a well-functioning implementation monitoring mechanism for the Conventions on Road Traffic and on Road Signs and Signals, 1968. Priority: 1
4. ~~Define~~ **Definition of** a mechanism of inquiry with the Contracting Parties to the Convention on Road Traffic, 1949, in order to identify their possible difficulties in ratifying acceding to and implementing the 1968 Conventions **and design support measures for the Contracting Parties to be in a position to overcome such difficulties.** Priority: 1
5. ~~Launch the inquiry and design support measures for the Contracting Parties to overcome the difficulties~~ Priority: 2
6. ~~Provide support to the Contracting Parties to the Convention on Road Traffic, 1949, in overcoming the difficulties they may have in ratifying the 1968 Conventions.~~ Priority: 3 2
7. **Further** promote and strengthen **international**, national and regional cooperation amongst competent authorities involved in road traffic safety, **within the framework of the Decade of Action for Road Safety (2011-2020), proclaimed by UN General Assembly resolution 64/255 of March 2010.** To this end, **continue to** make full use of the findings of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, funded by the United Nations Development Account, **as well as all ongoing Road Safety studies and those undertaken in the previous years.** Priority: 2 1
8. Exchange ~~of~~ information on national road safety programmes, in particular taking into account means **and mechanisms** of financing of road safety activities, **under the Decade of Action for Road Safety cluster of activities.** Priority: 3 1
9. **Exchange information** on road safety regulations and requirements in force in member States and circulation of such information in order to avail Governments of the practice and experience gained on these matters. Priority: 2
Output expected by the end of 2011:
Updated set of tables reflecting current national road traffic safety requirements, national legal instruments and national methods of training and follow-up for categories A and B driving licences. Possible addition of new tables dealing, for example, with complementary safety equipment required on board vehicles **as well as** issuance of information regarding road safety campaigns conducted by member countries.
10. Assisting countries in transition and developing countries in the establishment of sound and up-to-date traffic safety practices and procedures. Priority: 2
Output expected by the end of 2011:
Respond Replies to requests for technical assistance from other regional commissions or their member countries.

11. Encouraging the establishment by Economic Commission for Africa (ECA), Economic and Social Commission for Western Asia (ESCWA), Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic Commission for Latin America and the Caribbean (ECLAC) of Regional Road Safety Groups, following (working structures similar to those of WP.1), aimed at bringing member States closer and improving collaboration between all the road safety stakeholders in that specific ~~region~~ **their respective regions.** Priority: 3
12. Considering to develop a ~~global~~ **draft legal** instrument on road traffic safety, open to worldwide participation, covering actual **and measurable** needs, **that are not currently** dealt with by other (existing) instruments. Priority: 2
13. Consideration of selected timely topics related to road safety in the form of an in-depth discussions based on papers prepared by experts and undertaking appropriate follow-up action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety **in view of the increased demand for road safety solutions under the UN Decade of Action for Road Safety.** Priority: 2 1

~~Output expected by the end of 2011: Identification of at least one timely topic for in depth discussion.~~

B. Activities of limited duration

14. ~~Acting as facilitator in promoting~~ **Facilitation of** the setting-up of a “Club of Road Traffic Safety Councils”. Priority: 2
15. ~~Contribute to the organization of the Second Global Road Safety Week (in case it is organized).~~ Priority: 2
~~Output expected by the end of 2011: Analysis of the impact of the First United Nations Global Road Safety Week in the UNECE region and consideration of the possibility of holding a Second Global Road Safety Week and organizing a seminar in the UNECE region.~~
16. **Regular and coordinated organization of high visibility/ high impact road safety campaigns and events aimed at awareness raising, with the cooperation of member States and other international and regional governmental and non-governmental organizations.** Priority: 1
Priority: 2
17. **Establishment of a new Group of Experts on Safety at Level Crossings** Priority: 1

Output expected:

Description, assessment and better understanding of the safety issues at a road/rail interface as well as development of a multi-disciplinary strategic plan aimed at reducing the risk of death and/or injury at level crossings.

18. Encouraging Contracting Parties to ~~the Vienna~~ UNECE Conventions from outside the UNECE region to attend WP.1 and participate actively in the activities of the United Nations Road Safety Collaboration. **Priority: 1**
19. Encouraging additional countries ~~beyond~~ outside of the UNECE region to ~~adhere~~ accede to the ~~Vienna~~ UNECE road safety conventions. **Priority: 1**

VI. Programme activity 02.4: Development and Harmonization of Vehicle Regulations

A. 02.4.1. Regulations for the construction of vehicles

Priority: 1

Description:

The World Forum for Harmonization of Vehicle Regulations (WP.29) with the assistance of its six subsidiary Working Parties (Working Party on Noise (GRB), Working Party on Pollution and Energy (GRPE), Working Party on Lighting and Light-signalling (GRE), Working Party on Brakes and Running Gear (GRRF), Working Party on General Safety provisions (GRSG) and Working Party on Passive Safety (GRSP), will develop regulations and recommendations for motor vehicles, their equipment and parts and harmonize and update the existing ones, including the relevant activities aimed at improving road transport safety, saving energy, taking into account the protection of the environment as well as eliminating technical barriers to trade of road vehicles.

Work to be undertaken:

By the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP)

1. Continuing activities

(a) In the framework of the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals based on the basis of these prescriptions" (1958 Agreement) and the ""Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" (1998 Agreement), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to:

- (i) general safety and anti-theft provisions.
- (ii) pollution and energy.
- (iii) brakes and running gear.
- (iv) lighting and light-signalling.
- (v) noise.
- (vi) passive safety.

Output expected at the end of 2013:

Under the 1958 Agreement: Adoption of four new UN Regulations; Adoption of 130 amendments to existing UN Regulations.

Under the 1998 Agreement: Implementation of an action plan for listing two technical regulations in the Compendium of Candidates to become UN Global Technical Regulations; Development of new UN Global Technical Regulations (gtr); Establishment of two new UN Global Technical Regulations (gtr) in the Global Registry. Priority: 1

(b) Development of recommendations regarding the construction of vehicles (Consolidated Resolution R.E.3 and Special Resolution No. 1) with the aim of providing guidance with respect to requirements not covered by regulations.

Output expected by the end of 2013:

Adoption of two amendments to the existing Resolutions Priority: 1

B. 02.4.2. Rules on Periodical Technical Inspection of vehicles

Priority: 1

Description:

The World Forum for Harmonization of Vehicle Regulations (WP.29), assisted by its six subsidiary Working Parties, will develop rules for periodical technical inspections of wheeled vehicles with respect to their environmental and safety performance and for the reciprocal recognition of the results of such inspections.

Work to be undertaken:

By the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP)

1. Continuing activities

(c) In the framework of the "Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections" (1997 Agreement), Rule No. 2 on safety will entry into force, the World Forum will consider the update of Rules Nos. 1 (emissions) and 2 (safety) to extend their scope and to strength their requirements.

Output expected at the end of 2013:

Entry into force of draft Rule No. 2 (concerning inspections with respect to safety performance) to be annexed to the 1997 Agreement and consideration of draft amendments to Rules Nos. 1 and 2 Priority: 1

2. Activities of limited duration

(d) Update of the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" (1958 Agreement).

Output expected:

Adoption of a road map on time schedule and list of amendments to the Agreement. If the World Forum for Harmonization of Vehicle Regulations (WP.29) adopts the road map, prepare the amendments to the Agreement for its consideration by the World Forum. Priority: 1

(e) Development of an electronic database for the exchange of type approval documentation (DETA)

Output expected:

Presentation of a proposal for the development of the electronic database to the World Forum, including its financial and human resources need for managing the database.

Priority: [1/2]

(f) Development and adoption of market fuel quality standards to be incorporated in the Consolidated Resolution on the Construction of Vehicles (R.E.3) and/or in the corresponding UN Regulations annexed to the 1958 Agreement.

Output expected:

Adoption of a first set of standards for market fuel quality and its incorporation into R.E.3. Preparation of a second set of standards, subject to the decision of the World Forum for the continuation of the work.]

Priority: [1/2]

VII. Programme activity 02.5: Rail Transport

02.5.1 Rail transport infrastructure

Priority: 1

A. Review of the situation concerning the implementation and possible amendments to the European Agreement on Main International Railway Lines

Description:

Examine the possibilities of improving international railway lines and reflecting them in the European Agreement on Main International Railway Lines (AGC).

Work to be undertaken:

The Working Party on Rail Transport will carry out the following activities:

1. Continuing activities

(a) Consideration of the AGC Agreement with a view to possibly: implementing and, whenever feasible, improving existing standards and operational parameters; also taking into account new east-west traffic flows; raising environmental, energy and safety standards; taking into account the UNECE Conventions on the Environment. Priority: 1

Output expected: Occasional reports on amendments of the AGC network.

(b) Review the coherence between the AGC parameters and infrastructure standards established by competent authorities of the European Union (EU) and consider the feasibility of harmonizing them over the longer term. Priority: 2

Output expected: A report on the coherence of the AGC and EU rail infrastructure standards (2010-2012).

B. Studies in railway infrastructure

Description:

Study of the railway investment projects and their management.

Work to be undertaken:

The Working Party will carry out the following activities:

1. Continuing activities

(a) Consideration of railway infrastructure investment and financing techniques, especially (Public Private Partnerships) PPP models. Priority: 2

Output expected:

Report on investment in rail infrastructure and railway rolling stock in member countries. (2011-2012).

(b) ~~Periodic~~ **Biannual** review of railway reforms in the UNECE region, aiming to optimize the provision and use of rail infrastructure. Priority: 1

Output expected: Reports on the progress of railway reforms in the UNECE region (2011, 2014 2012, 2014).

(c) Consideration of questions concerning security in international railway transport. Priority: 2

Output expected: Review of the current situation and prospects for the development of new recommendations. (2010 2012).

(d) **Participation in or monitoring of different rail projects and initiatives that will take place along** ~~Consideration of developments regarding new railway initiatives on Euro-Asian transport corridors links.~~ Priority: 2

Output expected:

Report ~~or publication~~ on current and new initiatives. (2011 2012, 2013).

2. Activities of a limited duration

(e) ~~Periodically~~ **Biannual** survey on passenger and goods traffic on the AGC network in order to provide support for transport planning; the next survey is to be based on data for 2010. Priority: 2

Output expected:

Rail census in 2010 (2013).

~~(f) Consideration of other subjects as need arises.~~

~~Output expected: Report on each subject.~~

C. Special project: Trans-European Railway

Description:

Within the framework of the UNECE, the Trans-European Railway (TER) countries have established an appropriate administrative and financial framework, with the aim of developing a rail network as part of an integrated European international rail system.

Work to be undertaken

1. Continuing activities

(a) Report on specific project developments to promote international rail traffic. ~~(Continuing)~~ Priority: 1

Output expected:

Annual progress report on activities carried out within the TER project.

(b) Consideration of possible utilization of the results achieved under the project in other UNECE activities in the field of rail infrastructure, including the implementation of European Agreement on Main International Railway Lines (AGC) and Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) in order to benefit from mutual experiences. ~~(Continuing)~~ Priority: 2

Output expected:

Annual progress report.

D. Interregional Cooperation

Description:

Cooperation with other regional commissions and international bodies involved in the development of interregional links.

Work to be undertaken: The Working Party will be kept informed of exchanges of information between the secretariats of the regional commissions and other international bodies in order to benefit from experiences gained in other regions of the world. ~~(Continuing)~~ Priority: 3

02.5.2 Harmonization of requirements concerning international railway transport including rail safety, security and facilitation of its operations Priority: 1

Description:

(a) Simplification and harmonization of administrative formalities, particularly for documents and procedures at border crossing.

(b) Harmonization of standardized requirements concerning the utilization of railway infrastructure.

(c) Elaboration of proposals and preparation of studies aimed at strengthening, consolidating and extending the position of rail transport on international transport markets.

(d) Analysis of problems relating to the harmonization and improvement of rail safety and security.

(e) Consideration of prospects for the adoption of legal regulations applicable to the contract for the transport of goods and passengers by rail so as to establish a standard legal system (harmonization of the SMGS/SMPS³ and CIM/CIV⁴ systems).

Work to be undertaken:

The Working Party on Rail Transport will carry out the following activities:

1. Continuing activities

(a) Consideration of specific difficulties encountered at border crossings in the transport of passengers and goods by rail with a view to accelerating border crossing operations and establishing a programme to deal with problems common to several routes.

Priority: 1

³ Contract for International Goods Transport by Rail (SMGS), Contract for International Passenger Transport by Rail (SMPS).

⁴ Contract for International Carriage of Goods by Rail (CIM), Contract for International Carriage of Passengers and Luggage by Rail (CIV).

Output expected:

Annual report on the progress of the CIM/SMGS project of the International Rail Transport Committee (CIT) and the Organization for Cooperation between Railways (OSJD), aiming to improve the crossing of borders in international rail traffic.

(b) ~~Consideration of~~ Follow-up of the implementation of recommendations and preparation of new texts or amendments to existing texts, if necessary, especially concerning the facilitation of border crossing with the aim to improving international rail traffic. Priority: 1

Output expected:

Guidance report to facilitate application of Annex 9 on rail transport of the International Convention on the Harmonization of Frontier Controls of Goods (1982) (2012).

(c) Review of requirements concerning railway operations and regulations, reduction of transport time and improvement in the precision of movements in the international carriage of goods, new operative developments in rail transport and integration of services of different railways. Priority: 2

Output expected:

Monitoring of new developments by the secretariat and report to the Working Party, as required.

(d) Analysis of government policies concerning rail safety and security to contribute to an improvement of safety and security in international transport. Priority: 1

Output expected: Report on safety and security and implementation of risk assessment techniques in rail transport in the UNECE region. (~~2011~~ 2012, 2013).

2. Activities of a limited duration

(f) Analysis of the various elements of railway productivity growth, in particular in freight transport. Priority: 2

Output expected:

Biannual report on the development of railway productivity in member countries. (~~2010~~ 2012).

VIII. Programme activity 02:6: Inland Water Transport

A. Inland waterway infrastructure

Priority: 1

Description:

Development of a coherent navigable waterway network in Europe.

Work to be undertaken:

The Working Party on Inland Water Transport will carry out the following activities:

1. Continuing activities

(a) Monitoring the implementation of AGN ~~Agreement~~ and consideration of possible amendments to it. Priority: 2

Output expected:

(i) Preparation of action plans on elimination of concrete bottlenecks and completion of missing links on particular E waterways crossing the territory of more than one State Party to AGN and preparation of proposals on the development of concrete river-sea routes in the context of the AGN ~~Agreement~~ (as called for in Resolution No. 252 of the Inland Transport Committee of 20 February 2003).

(ii) Updating the lists of ports and waterways of international importance in annexes I and II of the agreement.

(b) Revision **and promotion** of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") in order to enable Governments to monitor the progress in the implementation of the AGN ~~Agreement~~. Priority: 1

Output expected: Preparing every five years a revised version of the blue book. Next revised version is scheduled to be published in ~~2014~~ **2016**.

(c) Updating maps of European inland waterways in order to avail Governments with up-to-date data concerning inland waterway infrastructure in Europe. Priority: 2

Output expected:

Publication every five years of the update of the Map of European Inland Waterways. Next revised version is scheduled to be published in ~~2014~~ **2016**.

2. Activities of a limited duration

None.

B. Harmonization of requirements concerning international inland waterway transport including inland water transport safety and facilitation of its operations. Priority: 1

Description:

(a) Exchange of views on selected aspects of new and improved techniques in inland water transport, their economic importance and appropriate applications; standardization of ship's papers and consideration of relevant legal provisions with a view to their harmonization aimed at facilitating and promoting international water transport in Europe.

(b) Standardization of technical requirements for inland navigation vessels with a view to ensuring the high level of safety of navigation throughout the European network of inland waterways and the reciprocal recognition on this basis of ship's certificates.

(c) Harmonization of safety requirements for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of safety of navigation throughout the European network of inland waterways.

Work to be undertaken: The Working Party, using when necessary the expertise of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation, will continue its work on the following questions:

1. Continuing activities

(a) Consideration of the possibility and need for amending existing UNECE legal instruments and recommendations with provisions aimed at enhancing safety and performance of inland water transport. Priority: 2

Output expected:

Possible adoption of relevant draft amendments to AGN ~~Agreement~~, CEVNI and/or Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No. 61).

(b) Preparation and circulation of studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning inland water transport mode. **Priority: 2**

Output expected:

(i) Regular publishing (~~once every ten years~~) of *“White Paper on Trends in and Development of Inland Navigation and its Infrastructure”* **of a White Paper on inland navigation** to inform general public about advantages of transport by inland waterway and issues in its development. ~~Next revised version is scheduled to be published in 2009.~~

(ii) Drafting a summary on recent developments in the field of inland navigation in member Governments once every two years. Next summary is scheduled to be published in ~~2010~~2012;

(iii) Consideration of the possibility to elaborate a comprehensive strategic policy for inland navigation, extending beyond the EC and covering also such countries as Belarus, Croatia, Kazakhstan, Republic of Moldova, Russian Federation, Serbia and Ukraine;

(iv) Consideration of the questions of financing of inland waterway development (basic aspects of possible distribution of cost among beneficiaries as well as the main economic indicators for such infrastructure development) ~~could become a subject of a White Paper on financing the infrastructure of inland waterway transport.~~

(c) Application and updating of Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (Resolution No. 61) in order to ensure a high level of safety of navigation. **Priority: 1**

Output expected:

(i) ~~Updating Recommendations on Harmonized Europe wide technical requirements for Inland navigation vessels (Resolution No. 61) with due regard, in particular, to the provisions in force within the European Union and River commissions.~~

(ii) ~~Further development of Resolution No. 61, including, in particular, consideration of a possibility and modality for the elaboration of specific unified technical requirements for sea river vessels.~~ **Promotion of Chapter 20 B of Resolution No. 61 on technical prescriptions for river-sea navigation vessels as a practical instrument, effectively applied by member States in promoting inland water and intermodal transport.**

(d) Assisting Governments in facilitating the free movement of crew members across Europe. **Priority: 2**

Output expected:

(i) Promoting harmonized pan-European standards on the issuance of boatmasters' certificates on the basis of the revised Recommendations on Minimum Manning Requirements for the Issuance of Boatmasters' certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic

(annex to Resolution No. 31) with due regard, in particular, to the provisions in force within the European Union and river commissions;

(ii) Elaboration of a harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licences with the aim of ensuring a general and non-discriminatory approach to this consideration;

(iii) Consideration of the possibility of developing an all-European uniform Riverfarers' identity Document taking into account the relevant activities of River Commissions;

(iv) Rationalization and unification to the extent possible and, in cooperation with river commissions, of the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their skill in coning vessels on those stretches. Consideration, with the participation of shipping companies, of the harmonization of crew members' job profiles;

(v) Consideration, jointly with river commissions, of the establishment of a European network aiming at the facilitation of exchanges on national educational programmes and vocational training in inland navigation.

(e) Application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high-level of safety in international traffic. **Priority: 1**

Output expected:

(i) Promoting the fourth revised edition of CEVNI as a basis for the harmonized navigation rules in the UNECE region in close cooperation with river commissions and preparing the next revision of CEVNI **and the preparation of the next revision of the Code;**

(ii) ~~Publication of a revised SIGNI;~~ **Promoting the second revised edition of SIGNI (ECE/TRANS/SC.3/108/Rev.2) published in 2011;**

(iii) Helping Governments and river commissions to identify and reduce, if possible, the difference between the CEVNI rules and the national/ regional legislation.

(f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping. **Priority: 2**

Output expected:

(i) Promoting the revised Resolution No.21 on the Prevention of Water Pollution by Inland Navigation Vessels; and consideration of measures aimed at preventing air pollution by inland navigation vessels;

(ii) Regular revision, in cooperation with EC and river commissions, of the environmental standards taking into account the technological progress and the ever-increasing demand for the protection of the environment. **Revision in 2012–2013 of Chapter 10 of CEVNI on “Prevention of Pollution of Water and Disposal of Waste Occurring on Board Vessels” to reflect the practice of member States, codified *inter alia* in the 1996 Convention on Collection, Retention and Disposal of Waste Generated during Navigation on the Rhine and Other Inland Waterways.**

(g) Promotion of implementation of existing UNECE Conventions pertaining to inland navigation and assessment of the legal instruments concerned in order to consider updating those, which have become obsolete. **Priority: 3**

Output expected:

(i) Discussing the question of practical implementation by member Governments of the provisions of the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) and its impact on national legislation;

(ii) Revision and updating of the 1965 Convention on the Registration of Inland Navigation Vessels;

(iii) Initiating the consideration of the findings and recommendations of the Group of Volunteers on legislative obstacles, as reflected in TRANS/SC.3/2005/1 with a view to simplifying national legislation of member countries.

(h) Application and maintenance, in close cooperation with competent international groups of experts, of resolutions on common principles and technical requirements for a Pan-European River Information Service. **Priority: 2**

Output expected:

Maintenance of texts and technical annexes of the following Resolutions:

(i) No. 48 — Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS);

(ii) No. 57 — Guidelines and Recommendations for River Information Services;

(iii) No. 60 — International standards for notices to skippers and for electronic ship reporting in inland navigation;

(iv) No. 63 — International Standards for Tracking and Tracing in Inland Waterways.

2. Activities of a limited duration

(i) Following the developments relating to the possible accession of Central and Eastern European countries to the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) of 1988 with a view to deciding whether this may ensure the establishment in Europe of a unique regime of liability of owners of inland navigation vessels. **Priority: 3**

(j) Consideration of upgrading the status of Resolutions Nos. 61 (Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. **Priority: 2**

Output expected: Presentation of amendments to the annex to Resolution No. 61, and to CEVNI in such a way that they could become a part of a binding instrument.

(k) Assisting Governments and river commissions in facilitating transport of disabled people. **Priority: 2**

Output expected:

~~Revision Promotion of the revised Resolution No. 25, which contains Guidelines for Passenger Vessels also suited for carrying Disabled Persons on Guidelines for Passenger Vessels also suited for carrying Persons with Reduced Mobility.~~

IX. Programme activity 02.7: Transport of Dangerous Goods

A. Regulations on the transport of dangerous goods by road, rail, inland waterway and combined transport Priority: 1

Description:

Consideration of regulations and technical questions concerning the international carriage of dangerous goods in the region. Preparation of new international agreements and harmonization of existing agreements in this field to enhance safety at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.

Work to be undertaken:

By the Working Party on the Transport of Dangerous Goods (WP.15)

1. Continuing activities

(a) Consideration of proposed amendments relating expressly to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and relating to administrative and technical questions pertaining to its implementation and the national and international implementation of its annexes, to ensure the necessary updating of legislation and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by road. (Continuing) (WP.15).

Output expected:

Adoption of a set of draft amendments to Annexes A and B of ADR by the end of ~~2011~~ 2013 for entry into force on 1 January ~~2013~~ 2015, and by the end of ~~2013~~ 2015 for entry into force on 1 January ~~2015~~ 2017.

Publication of revised consolidated editions of ADR in ~~2010~~ 2012, ~~2012~~ 2014 and ~~2014~~ 2016. Priority: 1

(b) Consideration of proposed amendments relating expressly to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and pertaining to administrative and technical questions concerning their implementation, in order to ensure the necessary updating of those provisions and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by inland waterway throughout Europe (Continuing) (WP.15/AC.2).

Output expected:

Adoption of a set of draft amendments to the Regulations annexed to ADN in ~~2010, 2012 and 2014~~, 2012, 2014 and 2016 for submission to the ADN Administrative Committee.

Publication of revised consolidated editions of ADN in ~~2010~~ 2012, ~~2012~~ 2014 and ~~2014~~ 2016. Priority: 1

(c) Harmonization of the provisions of ADR, ADN and the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID), on the basis of the United Nations Recommendations on the Transport of Dangerous Goods, and consideration of proposed amendments to the provisions common to ADR, RID and ADN in order to harmonize regulations governing the various modes of inland transport, in accordance with the provisions recommended by the United Nations for world-wide application to all transport modes, so as to facilitate multimodal transport and international trade under safety conditions in keeping with each mode of transport (Continuing) (WP.15/AC.1).

Output expected:

Adoption of draft amendments to ADR, RID and ADN by the end of ~~2011~~ 2013 for entry into force on 1 January ~~2013~~ 2015 and by the end of ~~2013~~ 2015 for entry into force on 1 January ~~2015~~ 2017. Priority: 1

2. Activities of limited duration

[(d) Preparation and adoption of tools to facilitate accession to ADR by new countries and to coordinate the various technical assistance and regulatory activities related to accession (WP.15).

Output expected:

Adoption of a road map on how to set up the administrative structures required for implementation of ADR to be drafted by the secretariat including information received from contracting parties and revised by the Working Party as necessary.

Development of recommendations and/or guidelines based on this road map.]

Priority: [1]/[2]

X. Programme activity 02.8: Transport, Health and Environment⁵

A. Transport, Health and Environment Pan-European Programme (THE PEP)

Priority: 1

Description:

The Transport, Health and Environment Pan-European Programme (THE PEP) was established in 2002 under the joint auspices of UNECE (Environment and Transport Divisions) and WHO-EURO. The objectives of THE PEP are to promote policy integration and sustainable transport development through the sharing of best practice, capacity building and awareness-raising.

The programme focuses on activities to assist Member States in implementing the Amsterdam Declaration adopted by the Third High-level Meeting on Transport, Health and Environment (22–23 January 2009), with a particular focus on sustainable urban transport solutions in the Russian Federation and in EECCA and SEE countries. The priority goals for the programme are: (a) sustainable economic development and stimulate job creation

⁵ The current programme of work, decided upon at the third High-level Meeting on Transport, Health and Environment and is in line with that included into the UNECE Committee on Environmental Policy.

through investment in environment- and health-friendly transport; (b) sustainable mobility and promotion of a more efficient transport system; (c) reduced emissions of transport-related greenhouse gases, air pollutants and noise; and (d) promotion of policies and actions conducive to healthy and safe modes of transport.

Implementation of THE PEP work programme is undertaken by means of three implementation mechanisms stipulated in the Amsterdam Declaration. The Fourth High-level Meeting shall be convened no later than 2014 to review THE PEP priority goals and its work plan and to plan future activities.

The Committee, the UNECE Committee on Environment Policy as well as WHO/Europe bodies will be informed of the activities undertaken under THE PEP.

Work to be undertaken:

(a) Implementation of THE PEP work plan (2009-2014) focusing on the following measures:

- (i) Develop a platform to attract and support investment in environment- and health-friendly transport;
- (ii) Build capacity for the integration of transport, health and environment policy;
- (iii) Share and disseminate good practice, in line with THE PEP priority goals;
- (iv) Facilitate the implementation of actions at local, national and regional levels;
- (v) Support international advocacy and cooperation projects to promote best practice in sustainable urban transport;
- (vi) Enhance monitoring and reporting mechanisms for implementation of the THE PEP priority goals and work plan. Priority: 1

Output expected:

Research, documentation and workshops by means of the PEP Implementation Mechanisms, i.e. National Transport, Health and Environment Actions Plans (NTHEAPs), THE PEP Relay Races (“staffette”) and THE PEP Partnership.

(b) Support for the preparation of the annual sessions of THE PEP Steering Committee and its Bureau. Priority: 1

Output expected:

Documentation for and annual report of THE PEP Steering Committee.

XI. Programme activity 02.9: Intermodal transport and logistics

Priority: 1

Description:

Consideration of technical, legal and policy aspects of intermodal transport and logistics for the preparation of policy advice and the negotiation and administration of multilateral legal instruments with a view to promoting intermodal transport as an integral part of sustainable transport policies and to support the maximum utilization of infrastructure, equipment and terminals used for such transport.

Work to be undertaken:

The Working Party on Intermodal Transport and Logistics will pursue the following activities:

A. Continuing activities

1. Monitoring, review and updating of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol on Inland Waterways with a view to:
 - (a) Extending the AGTC network to all UNECE member countries taking into account new developments in transport markets resulting from the globalization of the world economy, including new East-West traffic flows;
 - (b) Monitoring implementation of the technical characteristics of the rail and inland waterway networks as well as its infrastructure standards and performance parameters;
 - (c) Reviewing and, whenever feasible, improving existing infrastructure standards and performance parameters with a view to raising interoperability and establishing benchmarks;
 - (d) Reviewing minimum standards for terminals to optimize transshipment procedures as well as mechanisms for the optimum location, construction and operation of terminals;
 - (e) Reviewing performance parameters to increase capacity and efficiency of port hinterland transport services;
 - (f) Raising environmental, energy as well as safety and security standards.

Priority: 1

Output expected:

Preparation and adoption of amendment proposals to the AGTC Agreement and its Protocol on Inland Waterways, as required.

2. Consideration of measures to promote efficiency of intermodal transport as part of a sustainable transport system whereby goods are moved in one and the same loading unit or road vehicle using successively two or more modes of transport without handling the goods themselves in changing modes. This includes also bottlenecks in intermodal transport services at the pan-European level. Priority: 1

Output expected:

Exchange of experiences and good practices in intermodal transport operations and policies, addressing also infrastructure and border crossing questions and preparation of advice on technical and policy measures.

3. Monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport adopted by the ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final). Monitoring and analysis of national measures to promote intermodal transport. Consideration of ways to implement a harmonized set of best practices and partnership models for intermodal transport operations (road, rail, inland water transport and short-sea shipping). Priority: 1

Output expected: Reports on national policy measures to promote intermodal transport on an internationally comparable basis. Monitoring the use of and, if necessary, preparation of implementation procedures for the “model” action plans and partnership agreements for the development of intermodal transport prepared by the Working Party and adopted by the ECMT Council of Ministers (2005) and the Inland Transport Committee (2006).

4. Peer reviews on technical, institutional and policy aspects for efficient intermodal transport.
Priority: 2

Output expected: Based on peer reports prepared by selected experts, consideration of the results of the peer reviews and its conclusions.

5. Analysis of the consequences on the organization of intermodal transport in Europe resulting from the development of intermodal transport services on interregional rail links between Europe and Asia, including the Trans-Siberian railway, and vice versa.

Priority: 2

Output expected:

Based on the recommendations adopted at the ECMT/UNECE Kiev Seminar on Intermodal Transport between Europe and Asia and the corresponding framework action plan adopted by the ECMT Council of Ministers (2005), review of measures to facilitate border crossing procedures and analysis of the coherence between the various rail and intermodal infrastructure parameters and their possible harmonization in the longer term.

6. Monitoring and exchange of best practices on new concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with Resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993. This includes consideration of possibilities for standardization of loading units and the compliance with safety regulations. Priority: 1

Output expected: Review of the issues based on reports to be prepared by the UNECE secretariat on latest developments in this field.

7. Analysis of technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling procedures of loading units.

Priority: 2

Output expected: Reports to be prepared on the basis of information provided by UNECE member Governments and international organizations allowing for the preparation of benchmarks for the efficient operation of intermodal terminals.

8. Consideration of possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context. Priority: 1

Output expected:

Analysis of relevant activities undertaken by international organizations, particularly UNCITRAL and UNCTAD and, if appropriate, preparation of a draft legal instrument for multimodal land transport covering the UNECE region.

9. Analysis of modern transport chains and logistics that allow for an integration of production and distribution systems providing a rational basis for Governmental decisions on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures and taking into account transport safety and security requirements.

Priority: 2

Output expected:

Monitoring and review of modern transport chains and logistics affecting intermodal transport based on reports and development of regional implementation tools and measures in line with the role of Governments in this field. This includes best practices in the preparation and implementation of logistics action or master plans.

10. Monitoring and reports by the secretariat on behalf of the Working Party on the following subjects for consideration by the Working Party upon specific request only:
- (a) Updating and review of the international glossary of terms used in intermodal transport, including logistical aspects;
 - (b) National approval procedures for containers and swap-bodies in the framework of relevant conventions, such as the CSC Convention, with a view to better harmonizing such procedures;
 - (c) New services and technologies in intermodal transport, including sea/inland waterways and sea/land interfaces with a view analysing their impact on intermodal policies;
 - (d) Analysis of economic and environmental aspects of intermodal transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development.

Priority: 2

Output expected:

Report(s) to be prepared by the secretariat as a basis for discussion by the Working Party, as appropriate.

B. Activities of a limited duration

11. Review and update of the IMO/ILO/UNECE Guidelines for Packing of Cargo in Intermodal Transport Units Priority: 2

Output expected:

Secretariat report to be prepared in cooperation with IMO and ILO for consideration and adoption by the Working Party and the Inland Transport Committee.

XII. Programme activity 02.10: Customs questions affecting transport

Harmonization and simplification of requirements for border crossing procedures concerning modes of inland and intermodal transport.

Description:

- (a) Preparation and implementation and, where appropriate, review and modification of international legal instruments.
- (b) Simplification and harmonization of administrative formalities, documents and procedures.

Work to be undertaken:

The Working Party on Customs Questions affecting Transport will pursue the following activities:

A. Continuing activities

1. Review of relevant Conventions and Agreements on border crossing facilitation under the auspices of the Working Party in order to ensure their relevance and proper implementation as well as coherence with other international or sub-regional treaties and to keep them in line with modern transport and border control requirements. Priority: 1

Outputs expected:

- Analysis of the application of the following United Nations Economic Commission for Europe (UNECE) Conventions on border crossing facilitation: TIR Convention 1975; International Convention on the Harmonization of Frontier Controls of Goods 1982 (Harmonization Convention); International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail 1952; Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles;
 - Finalization and endorsement of a new Annex 9, Part III to the TIR Convention which would introduce conditions and requirements for an authorized international organization;
 - Preparation and adoption of comments and best practices for the application of the Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956);
 - Monitoring the progress made in the formal acceptance of a Protocol to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail, 1952, which would introduce amendment clauses to this Convention.
2. Promote the possible extension of relevant United Nations Economic Commission for Europe Conventions on border crossing facilitation to other regions, particularly relating to legal and administrative aspects. Priority: 2

Output expected:

- Preparation and organization of regional and/or national workshops, possibly in cooperation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), United Nations Economic Commission for Africa (UNECA) and United Nations Economic and Social Commission for Western Asia (UNESCWA) and other relevant UN and international organizations, on the implementation of relevant UNECE Conventions on border crossing facilitation, in particular in Asia, North Africa and the Middle East.

3. Study of Customs questions with a view to simplifying Customs formalities and documents in the field of transport, in particular taking account of the possibility of electronic data interchange solutions. Priority: 1

Output expected:

- Continuation of work on computerization of the TIR procedure (eTIR project) with a view to finalization of Chapter 3 and 4 of the eTIR Reference Model and conducting a cost-benefit analysis of eTIR;
 - Monitoring the implementation of the functioning of various national and international TIR-related electronic data interchange (EDI) systems.
4. Study of specific legal and other measures to combat fiscal fraud resulting from simplified Customs and other border crossing procedures, such as the TIR regime, including periodic review of the status of implementation of resolution No. 220 (prevention of the abuse of Customs transit systems by drug smugglers). Setting-up of mechanisms and administrative procedures for the regular exchange of information with other Governmental and non-governmental organizations to combat such fraud. Priority: 2

Output expected:

- Preparation of adequate instruments and measures to improve international cooperation among Contracting Parties to the TIR Convention, 1975 and concerned national and international organizations to prevent fraud;
 - Exchange of intelligence among Customs authorities of Contracting Parties to relevant UNECE Conventions on border crossing facilitation on abuses with a view to identifying measures to combat such occurrences.
5. Analysis of difficulties encountered relating to border crossing formalities with a view to devising administrative procedures eliminating such difficulties. The analysis will cover health, phytosanitary, veterinary and quality controls, application of standards, public safety controls, etc., including the promotion of the implementation and extension of the scope of the International Convention on the Harmonization of Frontier Controls of Goods of 1982 (Harmonization Convention). Priority: 1

Outputs expected:

- Continued monitoring of the implementation of Annex 8 to the “Harmonization Convention” on the facilitation of road border crossing at the national level. Exchange of information on best practices in this field.
- Promotion of a new Annex 9 to the “Harmonization Convention” on the facilitation of border crossing procedures for international rail freight in cooperation with the Working Party on Rail Transport (SC.2) and other stakeholders.

B. Activities of a limited duration

6. Consideration, in cooperation with the World Customs Organization, of the possibility to introduce a reference to International Organization for Standardization (ISO) Standard 1496 in the text of both the Container Convention, 1972 and the TIR Convention, 1975.

Priority: 2

XIII. Programme activity 02.11: Transport of perishable foodstuffs

A. Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation

Priority: 2

Description:

Review of the harmonization and the facilitation of the international transport of perishable foodstuffs under the ATP Agreement and updating of the Agreement in order to keep it in line with technological and ecological developments, taking into account safety and quality standards.

Work to be undertaken:

1. Continuing activities

- (a) Consideration of amendment proposals to ATP to ensure it is updated as necessary.

Priority: 1

Output expected by the end of 2013: Entry into force of amendments to the annexes to ATP the revision of annexes 1 and 2 to ATP.

- (b) Exchange of information on the implementation of ATP by virtue of article 6.

Priority: 1

Output expected by the end of 2013: Increased number of replies to the questionnaire. Consideration of the information exchanged between Contracting Parties and the consequences on the implementation of ATP.

- (c) Follow-up of Resolution No. 243 on "Improving the traffic flow of ATP vehicles for the transport of foodstuffs covered by ATP" for better facilitation.

Priority: 2

Output expected by the end of 2013: To consider the difficulties encountered at border crossings and elsewhere for the transport of perishable foodstuffs, whenever necessary.

- (d) Review of the definitions and standards (in annex 1) for the carriage of perishable foodstuffs in the light of global environmental discussions following the Copenhagen Conference to take account of new refrigerants and insulating materials, and environmental constraints.

Priority: 1

Output expected by the end of 2011: To contribute to the promotion of less polluting vehicles and fuels, through, inter alia, the ~~possible~~ holding of a workshop on ecological developments in the transport of perishable foodstuffs.

- (e) Consideration of the work of the IIR Sub-Commissions on testing stations and energy labelling.

Priority: 1

Output expected by the end of 2013: To ~~support~~ ~~be aware of~~ the work done by IIR relating to the transport of perishable foodstuffs and to promote activities by WP.11 on energy labelling.

- (f) Updating of the ATP Handbook Priority: 1

Output expected by the end of 2012: To ensure the regular updating ~~have a version~~ of the Handbook ~~on the internet~~ including the revised annexes.

- (g) Cooperation with the European Union on issues relating to ATP Compatibility between European legislation and ATP. Priority: 1

Output expected by the end of 2013: To ~~develop contacts~~ ~~cooperate~~ with the European Commission ~~in areas relating to ATP~~ aimed at ~~with the aim of~~ harmonizing European regulations with ATP.

- (h) Review of activities on the transport of perishable foodstuffs Priority: 1

Output expected by the end of 2013: ~~Use~~ ~~Adoption~~ of the biennial evaluation ~~to identify areas for improvement in the~~ of the work of WP.11 ~~for submission to the Inland Transport Committee.~~

- (i) Promotion of ATP in countries not yet Contracting Parties in and outside the UNECE region with a view to promoting international safe trade in perishable foodstuffs ~~and reducing losses of foodstuffs in developing countries due to inappropriate transport conditions.~~ Priority: 2

Output expected by the end of 2013: ~~Presenting ATP in international conferences and Raising awareness of the benefits of ATP.~~ ~~on harmonization and facilitation of international transport.~~

2. Activities of a limited duration

- (j) Consideration of proposals to extend the scope of ATP to cover the transport of fresh fruit and vegetables (2013) Priority: 2

Output expected by the end of 2012-2013: To develop a common understanding on ~~finish the consideration of the feasibility of~~ introducing rules for the transport of fresh fruit and vegetables into ATP.

- (k) Consideration of amendment proposals relating to test methods and procedures for the approval of multi-compartment and multi temperature vehicles, ~~to take account of technical developments~~ (2012). Priority: 2

Output expected by the end of 2012: The adoption of a new amendment to ATP on multi-compartment and multi-temperature vehicles.

- (l) ~~Review of the treatment of kit bodies under ATP (2010).~~ Priority: 2

~~Output expected by the end of 2010:~~ Common understanding among Contracting Parties of how kit bodies should be treated under ATP.

- (l) Securing of ATP documents (2012). Priority: 2

Output expected by the end of 2012: ~~Entry into force of new model ATP certificate and~~ Consideration of ~~need for further ways~~ ~~other ways~~ of securing ATP documents.

- (m) Revision of ATP ~~provisions relating to K value testing~~ paragraphs 29 and 49 (2012). Priority: 2

Output expected by the end of 2013: Adoption ~~Drafting~~ of proposals aimed at improving provisions relating to K value testing for the revision of ATP paragraphs 29 and 49.

(n) Consideration of proposals regarding ~~to increase the length of the sea crossing referred to in ATP and the possibility of extending to extend~~ the scope of ATP to cover carriage by inland waterways (2011). **Priority: 2**

Output expected by the end of 2011: Adoption of proposals to amend article 3 of ATP.

(o) Decision on whether to include new provisions in the ATP on thermal containers in the light of the proposals on the sea crossing and inland waterways (2011). **Priority: 2**

Output expected by the end of 2011: Decision regarding thermal containers.

XIV. Programme activity 02.12: Transport statistics

A. 02.12.1 Collection, processing and dissemination of transport statistics **Priority: 1**

Description:

Collection and compilation of transport statistics, including road, rail inland waterways and road safety data. Development and maintenance of the on-line UNECE Transport Statistics Database in order to make available reliable, timely and comparable inland transport data for all the countries of the ECE region, within the ECE area

Work to be undertaken:

The Working Party on Transport Statistics will pursue the following activities:

1. Continuing activities

(a) Build and maintain a database for the annual collection of statistics on inland transport, including road safety data from UNECE member Governments:

(i) Addition of supplementary chapters to the Common Questionnaire for Transport Statistics (gas transport via pipelines, transport by bus and coach).

(ii) Continue to streamline data collection procedures in the field of transport and road traffic safety and to review user needs on a permanent basis, including those of other UNECE inter-governmental bodies.

(iii) Target solutions to improve the collection of statistics in problematic areas, as indicators of sustainable transport, including, but not limited to the following items:

- Statistics on road traffic (vehicle-km);
- Statistics on the transportation by buses and coaches;
- Statistics on the transport of dangerous goods;
- Statistics on transport of gas through pipelines;
- Statistics on transport to and from seaports and inland waterways ports (hinterland connections);

- Statistics on high speed rail transport.

Output expected: Increased availability of reliable, timely and comparable transport statistics, particularly about the less advanced countries of the region Priority: 1

(b) Prepare and publish the following publications:

- UNECE Transport Statistics for Europe and North America;
- Statistics of Road Traffic Accidents in Europe and North America (RAS);
- “Flyer(s)” on selected transport indicators;
- Maps and data on E-Road Traffic Census;
- Maps and data on E-Rail Traffic Census.

Output expected: Publication of UNECE Transport Statistics for Europe and North America, RAS and Handbook of Transport Statistics; Circulation of Questionnaires and receipt of data from member Governments for UNECE Transport Statistics for Europe and North America and RAS in electronic format (2011). Preparation of 2010 E-road and E-rail traffic censuses (2011). Publishing the first results of 2010 E-road and E-rail traffic censuses (2012) Priority: 1

(c) Use of PC-Axis for disseminating data collected via the regular questionnaires

Output expected: Availability of main data online (2011) Priority: 1

B. 02.12.2 Methodological work in transport statistics Priority: 1

Description: Development and implementation of internationally recommended standards and practices to improve the quality and comparability of inland transport statistics, particularly in the areas of statistics on road, rail, inland waterway, pipeline and combined transport as well as on road traffic accidents Development of appropriate and common methodologies and terminology for the harmonization of statistics, aiming also at the determination of indicators of sustainable transport. This includes: methodologies for the collection and compilation of statistics on road, rail, inland waterway, pipeline and combined transport as well as on road traffic accidents, in cooperation and coordination with other UNECE bodies, related international organizations, in order to promote the availability of comprehensive, timely and reliable statistics for sustainable transport planning and analysis and to improve international comparability of transport statistics.

Work to be undertaken: The Working Party on Transport Statistics will pursue the following activities:

1. Continuing activities

(a) Harmonize methodology on road safety data

Output expected: Increased of comparability of definitions used for "killed", "injured" and "seriously injured". Harmonization of methodology for data related to the accidents under influence of drugs and alcohol. Improvement of data quality for types of collision

Priority: 1

(b) Maintaining classification system for transport statistics of goods (NST 2007)

Output expected: Annual Review of NST 2007 with the frequent asked questions to be published on the website (2011 and 2012) Priority: 2

(c) Statistics related to transport of dangerous goods.

Output expected: Continued progress toward the integration of transport of dangerous goods statistics into the Common Questionnaire for Transport Statistics, as well as the annual transport publications. Organization of workshops for member States which are not yet collecting statistics on transport of dangerous goods (2012) Priority: 1

(d) Coordination among member States, other UNECE bodies and related international organizations and non-governmental organizations to harmonize terminology used in the statistics of road, rail, inland waterway, pipeline, combined transport and road traffic accidents, including, but not exclusively, in the context of the work being undertaken by the Intersecretariat Working Group on Transport Statistics (UNECE – International Transport Forum – EC/Eurostat) (Meetings 2–3 times per year)

Output expected: Development of supplementary questionnaires as decided by the Intersecretariat Working Group on Transport Statistics (IWG) and WP.6; preparation of meetings of IWG; preparation of draft amendments to the fourth edition of the Glossary for Transport Statistics (2011 and 2012) Priority: 2

(e) Development of common methodologies to facilitate and improve the collection of information on road and rail traffic flows and infrastructure parameters through surveys and censuses such as automatic counting procedures, including, but not limited to, in the context of the E-rail and E-road censuses

Output expected: Development of common methodologies for the E-rail and E-road censuses to obtain data on traffic flows and infrastructure parameters on the AGR, AGC and AGTC networks. Promotion of Recommendations to Governments on E-road and E-rail censuses in 2010 and of resolutions adopted by the Inland Transport Committee on E-road and E-rail censuses in 2010. Preparation of 2015 E-road and E-rail traffic censuses (2012) Priority: 1

2. Activities of limited duration**(f) Development of projects to assist countries in the collection, organization and automation of transport statistics, including the convening of workshops and training seminars, drawing on the expertise of member Governments and related organizations**

Output expected: Organization of workshops on the Web Common Questionnaire (2011 and 2012) Priority: 2

(g) Update of the Handbook on transport statistics by buses and coaches

Output expected: Preparation of a document on the results of the pilot questionnaire (2011) Priority: 2

(h) Update methodology on road vehicle-km

Output expected: Preparation of a document on the results of the pilot questionnaire (2011) Priority: 2