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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Rail Transport**

**REPORT OF THE WORKING PARTY ON RAIL TRANSPORT  
ON ITS FIFTY-NINTH SESSION**

**(10 January 2006)**

**CONTENTS**

	<u>Paragraph(s)</u>
Attendance .....	1
Adoption of the agenda .....	2
Activities of ECE bodies of interest to the Working Party .....	3 - 6
(a) Economic Commission for Europe .....	3 - 5
(b) Inland Transport Committee and its subsidiary bodies .....	6
Safety and security in railway transport .....	7 and 8
Euro-Asian transport corridors .....	9 - 13
(a) Information on progress made in the UNDA Project on developing Euro-Asian Transport linkages.....	9 - 11
(b) Organization of demonstration runs of container block trains on Euro-Asian transport links .....	12 and 13

## CONTENTS (cont'd)

	<u>Paragraph(s)</u>
Facilitation of border crossing in international rail transport .....	14 - 18
(a) Preparatory meeting for the International Conference on Facilitation of Railway Border Crossing.....	14 - 16
(b) Monitoring of progress made in the facilitation of border crossing in international rail transport .....	17
(c) Border-crossing facilitation project in the SECI (South-east European Co-operative Initiative) region .....	18
Study of the situation of railways in member countries .....	19
Determination of railway infrastructure capacity including aspects related to the fee for the use of infrastructure.....	20
Interoperability and harmonization of conditions of different rail transport systems .....	21 and 22
European Agreement on Main International Railway Lines (AGC) .....	23 - 27
(a) Situation regarding the application of the AGC .....	23 and 24
(b) Amendments proposed to Annex I of the AGC Agreement .....	25 and 26
(c) Data collecting efforts on the AGC network .....	27
Productivity in rail transport .....	28
Trans-European Railway (TER) Project .....	29
Draft Programme of Work for 2006-2010 .....	31
Election of Officers for the sessions of the Working Party in 2006 and 2007.....	31
Other business .....	32 and 33
Adoption of the report .....	34 and 35

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- Annex 1: European Agreement on Main International Railway Lines (AGC) -  
Amendments to Annex I of the AGC adopted at the fifty-ninth session of  
the Working Party on Rail Transport
- Annex 2: Draft Programme of Work for 2006-2010
-

## REPORT<sup>1</sup>

### ATTENDANCE

1. The Working Party on Rail Transport held its fifty-ninth session on 10 January 2006. Mr. F. Croccolo (Italy) was Chairman of the session. Representatives of the following UNECE member States participated: Belgium; Bulgaria; Czech Republic; Estonia; Finland; Georgia; Germany; Italy; Latvia; Netherlands; Poland; Romania; Russian Federation; Serbia and Montenegro; Slovakia; Switzerland and Turkey. The European Community (EC) was also represented. The representative of the European Conference of Ministers of Transport (ECMT); Organization for Co-operation between Railways (OSZhD); and Intergovernmental Organization for International Carriage by Rail (OTIF) were also present. A representative of the UNECE Trans-European Railway Project (TER) also attended the session. The following non-governmental organization was present: International Union of Railways (UIC).

### ADOPTION OF THE AGENDA

Documentation: TRANS/SC.2/203.

2. The provisional agenda (TRANS/SC.2/203) was adopted.

### ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/2005/37-E/ECE/1431.

3. The Working Party was informed about the decisions taken by the Commission at its sixtieth session (Geneva, 22-25 February 2005), concerning such questions as the UNECE reform, follow-up to the global and regional conferences, cooperation with the OSCE, major policy directions of UNECE's work, and the UNECE technical cooperation programmes.

4. In particular, the Working Party was informed about the comprehensive review of the state of the UNECE and its resulting Report which provided an analysis of the role, mandate and functions of the UNECE, and has a number of general recommendations addressing the mission statement, governance, management of the UNECE, etc., as well as concrete recommendations for each of the UNECE subprogrammes. The Report indicated the high relevance of the work of the UNECE Transport Division and recommends certain measures aimed at avoiding duplication with other international organizations. At the ensuing Ad hoc meeting in July 2005, the Commission adopted the document prepared by its Chairman. This document outlined the steps to be taken in negotiations about reform proposals to be adopted by the UNECE's Member States. Following these developments, the Member States engaged in a negotiation process whose outcome will have implications for all UNECE subprogrammes and Divisions.

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<sup>1</sup> Text underlined indicates a decision taken during the session and adopted by the Working Party.

5. Noting these developments, the Working Party asked to be informed, at its next session, about the eventual impact of these decisions and their possible resource implications on its work programme.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/162.

6. The Working Party was informed about the results of the sixty-seventh session of the Inland Transport Committee (15-17 February 2005) and its discussions to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/162, paras. 87-93).

## **SAFETY AND SECURITY IN RAILWAY TRANSPORT**

Documentation: TRANS/SC.2/2005/1 and Add.1-2.

7. The Working Party took note of the decision of the Inland Transport Committee, at its sixty-seventh session, to endorse the proposal by its Bureau to organize a multi-disciplinary Round Table on Transport Security in conjunction with its sixty-eighth session in February 2006. Furthermore, it considered the document TRANS/SC.2/2005/1, prepared by the secretariat, which provided a review of relevant international Agreements and other legal instruments in the area of rail safety and security. Two other documents, transmitted by the International Union of Railways (UIC), provided a review of safety and interoperability activities, as well as a review of activities related to security of railway transport in this organization. The representative of the UIC also briefed the Working Party about the latest developments in this area. The representative of the European Community (EC) also informed the Working Party about activities related to security aspects of rail transport carried out in the EC.

8. Taking into account information about the ongoing activities in other international fora, as well as the forthcoming Round Table which will be organized during the next session of the Inland Transport Committee, the Working Party decided to revert back to the question of safety and security at its next session in November 2006, and consider its possible course of action in the light of the outcome of the Round Table and other related developments in this field.

## **EURO-ASIAN TRANSPORT CORRIDORS**

(a) Information on progress made in the UNDA Project on developing Euro-Asian Transport linkages

9. The Working Party was informed about the further progress made in the implementation of the UNDA joint UNECE/UNESCAP Project on developing Euro-Asian transport linkages and planned activities. In this context, it was informed about the conclusions and decisions of the 3<sup>rd</sup> Expert Group meeting on developing Euro-Asian transport linkages. It was also informed about the efforts of the two secretariats to ensure the necessary financing for continuation of the project beyond 2006. The Working Party appreciated the results achieved so far in the project, and expressed its interest to continue receiving the relevant information about it in future. The

secretariat further informed the Working Party about the conclusions of the Workshop “Euro-Asian Transport Links – feedback from users”, held in September 2005, in conjunction with the eighteenth session of the UNECE Working Party on Transport Trends and Economics.

10. The representative of the Russian Federation informed the Working Party about the latest developments in his country aimed at improving institutional and organizational measures and logistics operations on rail routes between Europe and Asia. He mentioned a recent demonstration run of a freight train on the route Berlin-Warsaw-Minsk-Moscow that took place as a result of the meeting of Directors General of railway companies from Belarus, Germany, Poland and the Russian Federation. This demonstration run showed a considerable potential of railways to deliver faster and more reliable services. The representative of the OSZhD also informed the Working Party about the relevant work of his organization in this domain. He also pleaded for a closer cooperation between the UNECE, UNESCAP and OSZhD in activities related to development of the rail component of the Euro-Asian transport links in future.

11. The Working Party appreciated the exchange of information on activities related to development of Euro-Asian transport links and agreed that continuous coordination of all related activities is indispensable. It further agreed that it provides a suitable forum for ensuring a regular exchange of information and follow up on important activities related to the rail component of the Euro-Asian transport links. The Working Party asked the secretariat to provide corresponding links from its Internet site to all reports and documents mentioned in the discussion under this agenda item, and asked to be informed about new progress in the project on the Development of Euro-Asian transport links at its next session.

(b) Organization of demonstration trains on Euro-Asian transport links

Documentation: TRANS/WP.5/2005/4.

12. The Working Party took note of information transmitted by the Government of Romania and the Turkish State Railways on their experiences with demonstration runs of block trains. The representative of the Russian Federation also informed the Working Party on a number of successfully organized demonstration runs of container block trains through the territory of his country. The representative of the OSZhD also stressed the importance of demonstration runs of container trains as a convenient way of showing the potential advantages of railways on selected routes.

13. The Working Party appreciated the information provided by Romania, Russian Federation, Turkey and OSZhD, and noted that these endeavours, originally developed as pilot projects with demonstration effects, became almost regular rail services with sufficient accumulated experience which permit that certain conclusions could now be drawn. To this end, the Working Party asked the secretariat to prepare, for its next session, an information note containing major conclusions regarding the experiences gained through organization of demonstration runs of container block trains, taking into account developments of related concepts such as “freight freeways” and “one-stop shop”.

## **FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT**

- (a) Preparatory meeting for the International Conference on Facilitation of Railway Border Crossing

Documentation: TRANS/SC.2/2005/2.

14. The Working Party took note of the information on the progress made in the preparation for the organization of an International Conference on Facilitation of Railway Border Crossing Procedures, as well as on preparation of the draft of (i) a new Annex 9 to the 1982 International Convention on the Harmonization of Frontier Controls of Goods (“Harmonization Convention”), and (ii) a new International Convention to Facilitate the Crossing of Frontiers in the International Railway Passenger Traffic. It stressed that simplification of procedures and reduction of border stopping controls in international rail transport should be a priority issue for member Governments and relevant international organizations. Representatives of the EC, OSZhD and the UIC informed the Working Party about the views of their organizations and related activities on facilitation of border crossing in international railway transport.

15. The representative of OTIF drew the attention of the Working Party to the proposals of her Organization for additions and amendments which would lead to more ambitious commitments of States. She also presented a concept of OTIF according to which such stronger steps towards facilitation of border controls might be applied first in the Pan-European Corridors only. Noting the special relevance of border crossing facilitation for the non-EU UNECE member countries, the Working Party stressed that a well prepared and organized International Conference would give additional impetus to the efforts aimed at further simplifying procedures and reducing border stopping time in rail transport. The Working Party also agreed that such a Conference would have a more significant impact if it would adopt the two above-mentioned legal documents.

16. At the end of the ensuing discussion, and in order to further emphasize the importance of border crossing issues in rail transport, the Working Party asked the Executive Secretary of the UNECE to request comments on the final drafts of the two above-mentioned legal documents from all member countries, as well as the views regarding their possible accession to the two Conventions at an International Conference on Facilitation of Railway Border Crossing Procedures. This query will be also sent to the EU, ECMT, OTIF and the UIC. Opinions received will be transmitted to the Working Party at its next session in November 2006 for consideration and further follow-up. Furthermore, the Working Party asked the UNECE Working Party on Customs Questions affecting Transport to consider, at its earliest convenience, the last draft of a new Annex 9 to the 1982 International Convention on the Harmonization of Frontier Controls of Goods.

- (b) Monitoring of progress made in the facilitation of border crossing in international rail transport

Documentation: TRANS/SC.2/2005/3 and Add.1-2.

17. The Working Party noted the information on border stopping time at border crossings located on the AGC network. In order to continue monitoring developments and further

improvements on rail border crossings along the AGC network, the Working Party asked the secretariat to explore the possibility to collaborate with the UIC in the compilation of the required information. To this end, it asked the secretariat to verify whether the information obtained through its questionnaire could instead be obtained from the UIC information sources or in collaboration with the UIC.

- (c) Border-crossing facilitation project in the SECI (South-east European Co-operative Initiative) region

Documentation: TRANS/SC.2/2005/5.

18. The Working Party took note of the report from the secretariat on the progress made by the SECI Ad hoc Working Group on the facilitation of border stopping times of shuttle trains, and asked the secretariat to report on new developments at its next session.

### **STUDY OF THE SITUATION OF RAILWAYS IN MEMBER COUNTRIES**

Documentation: TRANS/SC.2/2005/6 and Add.1-5.

19. The Working Party appreciated replies reviewing the situation of railways in Armenia, Belarus, Belgium, Bulgaria, Hungary, Ireland, Lithuania, Romania, Russian Federation, Serbia and Montenegro, Sweden, Turkey and the United Kingdom. Although regretting that more member countries had not replied to the questionnaire, the Working Party noted that certain general trends could be observed. These trends, however, tend to differentiate between the countries belonging to different sub-regions and groupings. The Working Party noted that such complete and systematic information on the situation of railways in member countries had certain value added as it revealed important information that could be used for analytical purposes, and asked the secretariat to request member Governments to provide information on the following three questions again for its session in 2007:

- (a) Data on past and future developments of rail passenger and goods traffic;
- (b) New developments to be observed subsequent to the reorganization of the rail sector, with special attention to the setting-up of new railway companies;
- (c) Investments in (i) rail infrastructure, and (ii) railway rolling stock.

### **DETERMINATION OF RAILWAY INFRASTRUCTURE CAPACITY INCLUDING ASPECTS RELATED TO THE FEE FOR THE USE OF THE INFRASTRUCTURE**

Documentation: TRANS/SC.2/2005/7; Informal Documents 1 and 2.

20. The Working Party considered the information from the European Commission on the implementation of EC Directive 2001/14/EC and two other documents concerning recommendations of the Task Force Track Access Charges of the Developing European Railways Committee as well as the conclusions of the Workshop on Track Access Charges held in June 2005 in Brussels. The Working Party noted the high relevance of information on the implementation of the above-mentioned Directive for non-EU member countries, and asked the secretariat, in collaboration with EC DG TREN, to continue providing information on the

progress made in its implementation at its future sessions. It further asked the secretariat to provide the link from the Working Party's Internet page to the corresponding Internet page of the EC DG TREN.

## **INTEROPERABILITY AND HARMONIZATION OF CONDITIONS OF DIFFERENT RAIL TRANSPORT SYSTEMS**

Documentation: TRANS/SC.2/2005/8.

21. The Working Party took note of the information on new developments regarding interoperability provided by the EU. Representatives of the EU, OTIF and OSZhD also briefed the Working Party on the relevant work pursued by their respective organizations on various technical and legal aspects of interoperability and harmonization. The Working Party asked the secretariat, in cooperation with the EU, to provide similar information for its next session.

22. The Working Party noted a particular relevance of interoperability aspects for future development of railways, and the importance of the establishment of a single regime for international carriage by rail through the entire UNECE region. In this context, the Working Party took note of the oral information by the representative of OTIF on the cooperation between the OTIF and the OSZhD based on their "Common Position" agreement and on the ongoing work involving OTIF, the European Commission, OSZhD and other concerned international bodies on harmonization of conditions of different rail transport systems. The Working Party also asked EC, OTIF and the OSZhD to provide updated information on the progress in their common work for its next session.

## **EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES (AGC)**

(a) Situation regarding the application of the AGC

23. The Working Party recalled decision F (43) adopted at the forty-third session of the Commission inviting "the Governments of ECE member States to consider taking all necessary steps in order to become Parties to the AGC" (E/1988/36-E/ECE/1170, chapter IV) and noted that the following countries were at present Parties to the AGC, bringing the total number of Contracting Parties to 24: Austria; Belarus; Belgium; Bosnia and Herzegovina (succession); Bulgaria; Croatia (succession); Czech Republic (succession); France; Germany; Greece; Hungary; Italy; Lithuania; Luxembourg; Poland; Republic of Moldova (succession); Romania; Russian Federation; Serbia and Montenegro; Slovakia (succession); Slovenia (succession); The former Yugoslav Republic of Macedonia (succession); Turkey; Ukraine.

24. The Working Party noted the situation with respect to the application of the AGC Agreement in member countries and the intention of Latvia to consider acceding to the Agreement. Noting the significance of the AGC for a coherent development of railway infrastructure in the UNECE region and, to that end, of a larger number of member countries acceding to the Agreement, the Working Party invited the Executive Secretary of the UNECE to encourage those Governments which had not yet acceded to the Agreement to examine the possibility of doing so.



(b) Amendments proposed to Annex I of the AGC Agreement

Documentation: TRANS/SC.2/2005/9; TRANS/SC.2/2005/10.

25. The Working Party examined the amendments proposed by Hungary (TRANS/SC.2/2005/9) and, in accordance with Article 11, para. 3 of the AGC Agreement (in the presence of the following Contracting Parties: Belgium, Bulgaria, Czech Republic, Germany, Italy, Poland, Romania, Russian Federation, Serbia and Montenegro, Slovakia, and Turkey), adopted the amendments to Annex I of the AGC Agreement, as contained in annex 1 to this report.

26. The Working Party approved the updated version of Annex I of the AGC (TRANS/SC.2/2005/10), and asked the secretariat to produce a consolidated version of the Agreement.

(c) Data collecting efforts on the AGC network

Documentation: TRANS/SC.2/2005/11.

27. The Working Party took note of the information on marshalling yards of major European importance collected on a periodical basis, as requested by UNECE resolution No. 66, revision 2. It asked Governments, which had not yet done so, to provide for its next session data on marshalling yards of major European importance on their AGC network.

## **PRODUCTIVITY IN RAIL TRANSPORT**

Documentation: TRANS/SC.2/2005/2 and Add.1-2.

28. The Working Party took note of the data transmitted by the UIC on quantitative indicators of productivity, as well as information from Bulgaria, Lithuania, Romania, Russian Federation and Georgia on qualitative indicators of productivity compiled by the secretariat. Noting the usefulness of such a systematic monitoring of both quantitative and qualitative productivity indicators, the Working Party invited the UIC, OSZhD and all member Governments to provide to the secretariat the most recent required information on productivity indicators for its next session, to the extent that such information had already been collected and was available without the additional data collection effort. It further asked the secretariat to reproduce a summary document for the next session of the Working Party, on the basis of information received from international sources and collected from member countries,.

## **TRANS-EUROPEAN RAILWAY (TER) PROJECT**

Documentation: TRANS/SC.2/2005/13.

29. The Working Party took note of the annual TER report (TRANS/SC.2/2005/13) introduced by the UNECE TER Project Manager and asked to be kept informed of new developments at its forthcoming session.

## **DRAFT PROGRAMME OF WORK FOR 2006-2010**

Documentation: TRANS/SC.2/2005/14.

30. The Working Party adopted its draft programme of work presented in document TRANS/SC.2/2005/14 and amended during the session, as reproduced in annex 2 to this report. In addition, the Working Party agreed to continue a thorough review of its programme of work at its next session.

## **ELECTION OF OFFICERS FOR THE SESSION OF THE WORKING PARTY IN 2006 AND 2007**

31. The Working Party elected Mr. F. Croccolo (Italy) as the Chairman and Mr. K. Kulesza (Poland) as the Vice-Chairman for its sessions in 2006 and 2007.

## **OTHER BUSINESS**

32. The Working Party supported the continuation of the current arrangement between the ECMT and UNECE of having back-to-back meetings of the ECMT Group on Railways and the UNECE Working Party on Rail Transport hosted alternatively by the two organizations in Paris and in Geneva. It further agreed to hold its sixtieth session, tentatively, from 15-17 November 2006 in Geneva.

33. It was also recalled that the SC.2 website could be consulted at <http://www.unece.org/trans/main/sc2/sc2.html>. The website contains the reports, agenda of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the SC.2 sessions, delegates were invited, whenever possible, to send their submissions for SC.2 sessions by e-mail: [miodrag.pesut@unece.org](mailto:miodrag.pesut@unece.org).

## **ADOPTION OF THE REPORT**

34. The report of the Working Party's fifty-ninth session was established by the Chairman and the Vice-Chairman with the assistance of the secretariat and in consultation with all participants in the session.

35. The decisions adopted by the Working Party during the session are contained in the following paragraphs of this report 5, 8, 9, 11, 13, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 and 34.

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**Annex 1****EUROPEAN AGREEMENT ON  
MAIN INTERNATIONAL RAILWAY LINES (AGC)**

Amendments to Annex I of the AGC adopted at the fifty-ninth session  
of the Working Party on Rail Transport

**Proposal by Germany  
Proposal for amendment to Annex I of the AGC Agreement**

In accordance with Article 11 of the AGC Agreement, the Government of Hungary (Ministry of Economy and Transport) proposes the amendment – introduction of the following route under “(19) Hungary” to Annex I of the AGC:

**Annex I of the AGC****RAILWAY LINES OF MAJOR INTERNATIONAL IMPORTANCE****LIST OF RAILWAY LINES****I. Numbering of lines at the European level North-South**

*E 63 Žilina – Leopoldov - Bratislava ( - Vienna - Sopron)  
Galanta*

**II. Numbering of lines at the national level**

(19) Hungary

*E 631 Sopron – Szombathely - Nagykanizsa*

**Explanation:**

The new line will connect E 63 with E 69 (Budapest – Murakeresztur–Ljubljana–Koper), with E 691 (Murakeresztur–Gyekenyes) and with E 71 (Budapest–Dombóvár–Gyekenyes–Zagreb–Rijeka).

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Annex 2

**PROGRAMME OF WORK FOR 2006-2010**

**PROGRAMME ACTIVITY 02.5: RAIL TRANSPORT**

02.5.1 Rail transport infrastructure

Priority: 1

I. Review of the situation concerning the implementation and possible amendments to the European Agreement on Main International Railway Lines (AGC)

Description: Study of possibilities for the improvement of international railway lines and their reflection on AGC.

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

**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.

Output expected: Report on amendment of the AGC network; Report on the development of a European conventional and high-speed railway network. (2006)

Priority: 1

II. Studies in Railway Infrastructure

- (a) Description: Study of the possibility of the improvement of international railway lines and their management.

Work to be undertaken: The Working Party, also as a follow-up to the Conference on Transport and the Environment, will carry out the following activities:

Consideration of the influence of intermodal transport techniques, especially those concerning investment, as well as the harmonization of rolling stock and speed on railways to facilitate the integration of these techniques into the railway system and to create general interoperability.

Output expected: Report on investment in rail infrastructure and railway rolling stock in member countries. (2006)

Priority: 2

- (b) Periodic review of the list of marshalling yards of international importance with a view to cutting down their numbers.

Output expected: Updated report on the location of important marshalling yards within the European railway network. (2007)

Priority: 2

- (c) Consideration of questions concerning safety in railway tunnels.  
Output expected: Review of the current situation and prospects for the development of new recommendations. (2006) Priority: 2
- (d) Consideration of developments regarding new railway initiatives on Euro-Asian transport links (e.g. organization of demonstration trains).  
Output expected: Report on the current and new initiatives. (2006) Priority: 2

## ACTIVITIES OF A LIMITED DURATION

- (e) Periodically survey passenger and goods traffic on the various sections of lines of the AGC network in order to provide support for transport planning; the third survey is based on data for 2005.  
Output expected: Report on total train traffic on the AGC network in 2000. (2006) Rail census in 2005. Priority: 2
- (f) Consideration of other subjects as need arises.  
Output expected: Report on each subject.

### II. *Special project: Trans-European Railway (TER)*

Description: Within the framework of the UNECE, the 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

- (a) Report on specific project developments to promote international rail traffic. (Continuing)  
Output expected: Annual progress report on activities carried out within the TER project. Priority: 1
- (b) Report on possibilities for financing of TER in order to promote the upgrading and construction of internationally important rail lines.(Continuing) Priority: 2  
Output expected: Annual progress report
- (c) 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 AGC and AGTC in order to benefit from mutual experiences. (Continuing) Priority: 2  
Output expected: Annual progress report

### III. *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 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 and search for standardized requirements concerning the utilization of railway infrastructure including computerization aspects.
- (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.
- (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/SMPS and CIM/CIV systems).

Work to be undertaken: The Working Party on Rail Transport will carry out the following activities:

**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.  
Output expected: Report on bi- and multilateral contacts of Governments and railways to improve the crossing of borders in international rail traffic. (2006) Priority: 1
- (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 improve international rail traffic.  
Priority: 1
- (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, the integration of services of different railways.  
Priority: 2

- (d) The study of the possibilities for harmonizing the application and periods of summer time with a view to upgrading transport quality in rail transport.  
Output expected: Report on the application of summer time. (Report on change in application of summer time when it takes place) Priority: 3
- (e) Analysis of Government policies concerning rail safety to contribute to an improvement of safety in international transport.  
Output expected: Report on safety and implementation of risk assessment techniques in rail transport in the UNECE region. (2006) Priority: 1

#### **ACTIVITIES OF A LIMITED DURATION**

- (f) Analysis of the various elements of productivity in rail transport and the possibilities to increase rail productivity in particular for international transport.  
Output expected: Bi-annual report on the development of productivity in rail transport in member countries. (2006) Priority: 2
- (g) Consideration on the basis of reports by the international organizations concerned of the progress accomplished on the harmonization of legal regulations applicable to the contract for the transport of goods and passengers by rail to examine whether the compatibility of the regulation concerned can be ensured.  
Output expected: Report by international organizations concerned on the progress made in the elimination of difficulties arising from different legal systems in international rail transport. (2006) Priority: 3
-