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Report of the Inland Transport Committee on its seventy-third session

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I. Chairmanship

1. The Inland Transport Committee (Committee) held its seventy-third session from 1–3 March 2011 under the Chairmanship of Mr. Erdem Direkler (Turkey).

II. Attendance

2. Representatives of the following countries participated: Austria, Belarus, Belgium, Czech Republic, France, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Netherlands, Poland, Portugal, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland and United States of America.
3. The European Union (EU) was represented. Representatives of the following United Nations and Specialized Agencies took part in the session: International Maritime Organization (IMO) and World Health Organization (WHO). Representatives of the following intergovernmental organizations also took part in the session: Central Commission for the Navigation of the Rhine (CCNR), Centre for Transportation Studies for the Western Mediterranean (CETMO), GEO–Group on Earth Observation, Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Co-operation between Railways (OSJD), Organization for Security and Co-operation in Europe (OSCE) and Organization of the Black Sea Economic Cooperation (BSEC).
4. The following non-governmental organizations were represented: European Chemical Industry Council (CEFIC), European Intermodal Association (EIA), International Rail Transport Committee (CIT), International Road Transport Union (IRU), and International Union of Railways (UIC).
5. Representatives of the United Nations Conference on Trade and Development (UNCTAD), and Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects were also present.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/209 and Add.1

6. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/209 and Add.1) with the addition of the preliminary publication programme of the Transport Division 2012–2013 in agenda item 15.

IV. Commitments and opportunities related to the Economic Commission for Europe session in 2011, the Commission on Sustainable Development and the review process of achieving the Millennium Development Goals (agenda item 2)

Documentation: Informal document No. 1

7. The Committee was **informed** about the forthcoming sixty-fourth session of the United Nations Economic Commission for Europe, which will be held in Geneva, 29 to 31 March 2011 and the Committee's possible role in contributing to the successful outcome of the session (Informal document No. 1).

8. The Committee was **informed** about the Transport Division's contribution to the eighteenth session of the Commission on Sustainable Development (CSD-18) and to the nineteenth session CSD-19 (2–13 May 2011). The draft publication "Transport for Sustainable Development" prepared by the Transport Division as an important contribution to the CSD-19 was made available. The Committee **noted** that sustainability is not only about environmental protection, but that economic and social aspects, including road traffic safety are integral parts of sustainable development.

9. The Committee was also **informed** about the report "Millennium Development Goals in Emerging Europe and Central Asia" released in September 2010, which covers the pan-European region and focuses more particularly on three country groupings: Eastern Europe, the Caucasus and Central Asia; south-Eastern Europe; and the new European Union (EU) member States. The report takes stock of the progress made in attaining the MDGs in these countries and offers decision-makers policy-oriented and operationally feasible suggestions for bolstering progress towards their full achievement by 2015.

V. Review of the transport situation in UNECE member countries and emerging development trends (agenda item 3)

A. Transport developments in the European Union

10. The Committee was **informed** by a representative of the European Commission, Directorate-General for Mobility and Transport, about the most important legislative and policy initiatives in the field of transport undertaken by the EU in 2010 and its future plans.

B. Developments related to the work of the International Transport Forum

11. The Committee was **informed** by Mr. Jack Short, Secretary General of the International Transport Forum about the latest developments in the work of the International Transport Forum and its future plans.

C. What did the Organization for Security and Co-operation in Europe – Year of transport mean for UNECE?

12. The Committee was **informed** about the UNECE Transport Division's contribution to the annual OSCE Economic and Environmental Forum (EEF). In 2010, the OSCE EEF's theme was international transport. The Committee was **informed** about high-level OSCE meetings in Astana and Vienna and about the implementation review of OSCE

commitments in the area of transport undertaken by the UNECE Transport Division (tabled at the EEF in Prague and available at www.unece.org/trans/osce/osceunece/18th_OSCE_2010_Final.pdf).

13. The Committee was also **informed** about UNECE support for the newly established OSCE Border Management Staff College in Dushanbe which provides training to high-level customs, border and transport officials.

D. Review of the transport situation and emerging trends in the ECE region

Documentation: ECE/TRANS/2011/1 and Corr.1

14. The Committee **considered** document (ECE/TRANS/2011/1 and Corr.1) on the review of the transport situation in 2010 and emerging trends in the ECE and its neighbouring regions prepared by the secretariat based on inputs from twenty-four member States and other available sources. It **noted** recent developments and new challenges in the transport sector in the ECE region and beyond. The Committee **thanked** the secretariat for preparing such a useful and comprehensive report and all the Governments who provided inputs, and **asked** the secretariat to produce a similar review in 2011 for its consideration at the Committee's next session.

VI. Climate change and transport (agenda item 4)

A. Mitigation of environmentally harmful effects of inland transport

Documentation: ECE/TRANS/WP.29/2011/46, Informal document No. 2

15. The Committee was **informed** about the summary of the WP.29 Round Table on Climate Change and Transport, held on 24 June 2010 (ECE/TRANS/WP.29/2011/46).

16. The Committee was also **informed** about the status of the United Nations Development Account (UNDA) funded global project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation – the project for future inland transport systems (ForFITS) as reflected in Informal document No. 2. The Committee **noted** that the main project objectives are to report on the global status of CO₂ reduction targets in inland transport, to review the existing measuring methodologies, to establish a common methodology for the assessment and monitoring of CO₂ emissions, including a transport policy converter and to organize pilot projects and capacity building workshops in all five United Nations regional commissions.

B. Impacts of climate change on international transport networks and adaptation requirements

Documentation: ECE/TRANS/WP.5/2010/3, ECE/TRANS/WP.5/48

17. The Committee was **informed** by the secretariat about the results of the joint UNECE-UNCTAD workshop on "Climate Change Impacts on International Transport Networks" held under the Working Party on Transport Trends and Economics (WP.5) in September 2010 and **considered** the joint note prepared by UNECE and UNCTAD secretariats (ECE/TRANS/WP.5/2010/3) that had been circulated to the workshop participants as a background document.

18. The Committee **noted** that the workshop had raised awareness about the important challenges that climate change impacts and adaptation requirements present for international transport networks — a complex set of issues that has so far received little attention. It also **noted** that while transport is responsible for greenhouse gas emissions it is, at the same time, heavily affected by the impacts of the climate change. The workshop had demonstrated the urgent need to prepare appropriate policy actions, as well as the need for exchange of information about best practices and concluded that there is considerable merit in establishing a new expert group to study the matter.

19. The Committee **expressed** its appreciation for the excellent initiative undertaken by WP.5 together with UNCTAD and **decided** to establish a Group of Experts on climate change impacts and adaptation for international transport networks for two years, according to the Terms of Reference (ToR) contained in the annex of document ECE/TRANS/WP.5/48, and **requested** its Chair to submit a proposal to the Executive Committee (EXCOM) for approval.

VII. Intelligent transport systems (agenda item 5)

20. The Committee was **informed** by the secretariat about the results of the side event hosted by UNECE on the future deployment of Intelligent Transport Systems (ITS) at the annual session of the International Transport Forum (ITF) in Leipzig (26–28 May 2010) which focused on the theme of “Transport and Innovation”. The side event was very successful, particularly because it raised concrete issues, promoted dialogue among the key stakeholders and facilitated an early solution to current impediments.

21. The Committee **noted** that work on improving the safety and environmental performance of transport in general and of vehicles in particular, would continue also through ITS applications. Work would include the elaboration of a Roadmap for promoting ITS.

VIII. Assistance to countries with economies in transition (agenda item 6)

Documentation: ECE/TRANS/2011/2 and Corr.1

22. The Committee was **informed** by the secretariat about the recent activities aimed at assisting the countries with economies in transition undertaken in 2010 (ECE/TRANS/2011/2 and Corr.1). It **noted** particularly those activities related to the Implementation of the Almaty Programme of action, the Special Programme for the Economies of Central Asia (SPECA), the Organization for Security and Co-operation in Europe (OSCE), the Organization of the Black Sea Economic Cooperation (BSEC), the Economic Cooperation Organization (ECO), advisory workshops and missions. Ambassador Leonidas Chrysanthopoulos, Secretary General, BSEC provided additional information on UNECE–BSEC cooperation in the field of transport in 2010 and thanked the secretariat for its contribution.

23. The Committee **supported** the activities developed by the secretariat in cooperation with other regional and subregional organizations and programmes aimed at assisting countries with economies in transition and **recalled** UNECE member States who have not yet informed the secretariat about their national focal point on transport statistics, to do so as soon as possible.

24. The Committee **encouraged** UNECE member States to make voluntary contributions to the Trust Fund for Assistance of Countries in Transition (TFACT).

IX. Transport, Health and Environment Pan-European Programme (agenda item 7)

A. THE PEP 2010 Symposium: Green and health-friendly investments and jobs in transport

Documentation: ECE/AC.21/SC/2010/9–EUDHP1003944/7.1/SC8/9

25. Recalling its earlier discussions on strengthening environmental and health aspects of transport (ECE/TRANS/2008/4) and the decision to strengthen cooperation with and contribute to THE PEP (ECE/TRANS/200, para. 24), the Committee **took note** of the report of THE PEP Steering Committee on its eighth session (8–10 December 2010). As part of a new initiative to engage the three sectors and countries, the Steering Committee organized a symposium on “Green and health-friendly investments and jobs in transport” in line with priority goal No. 1 of the Amsterdam Declaration adopted by the Third High-level Meeting on Transport, Health and Environment (January 2009).

B. THE PEP workshops on sustainable and healthy urban transport

Documentation: ECE/AC.21/SC/2010/9

26. The Committee **took note** that as mandated through the Amsterdam Declaration, THE PEP organized in 2010 two capacity-building workshops. One workshop on “Working together to make things happen” was held in Skopje on 7 and 8 June 2010 with the participation of renowned experts focusing on integrated policy approaches to sustainable urban transport. Another workshop was held in Batumi (Georgia) on 30 September and 1 October 2010 focusing on safe and healthy walking and cycling in urban areas. Both workshops were supported by renowned experts from Austria, Belgium, Czech Republic, France, Germany, Latvia, Netherlands and the WHO.

X. Round table discussion on “Transport of dangerous goods: Global and regional dimensions” (agenda item 8)

Documentation: Informal document No. 3 and Rev.1

27. High-level officials from UNECE countries together with the members of the Inland Transport Committee, representatives from European and international organizations attended the policy-oriented segment (Round table) on “Transport of dangerous goods: Global and regional dimensions” held in the afternoon of 1 March 2011. The Round table aimed to identify policy recommendations on this subject. The agenda of the Round table was circulated as Informal document No. 3 and Rev.1.

28. The Committee **endorsed** the outcome of the policy-oriented segment (Round table), and **agreed** that its summary report, in the form of Chair’s conclusions, be annexed to the full report of the session.

XI. Discussion amongst the Chairs of the Committee's subsidiary bodies on strengthening cooperation, sharing experiences and addressing common challenges (one and one-half hour restricted meeting – for Government delegates only) (agenda item 9)

Documentation: Informal document No. 4

29. The Chairs of the Committee's subsidiary bodies and Administrative Committees of UNECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-third session of the Committee attended the first meeting of the Chairs of the Committee's subsidiary bodies, held in the morning of 2 March 2011. The meeting — a restricted meeting for Government delegates only — allowed the Chairs of the Committee's subsidiary bodies to discuss strengthening cooperation, share experiences and address common challenges, including globalization of UNECE agreements. The provisional agenda of the meeting was circulated as Informal document No. 4.

30. The Committee **welcomed** the organization of the first meeting of the Chairs of the Committee's subsidiary bodies and **recommended** that such meetings should become a regular feature of its sessions. In view of the restricted character of the meeting, the results of the discussions would be circulated among the Chairs of the Committee's subsidiary bodies and the members of the Bureau, in the form of Chair's conclusions.

XII. Issues that need consideration and require decisions by the Committee (agenda item 10)

A. Project related activities

1. Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

Documentation: Executive summary of the advanced copy of the TEM and TER Revised Master Plan

31. The Committee was **informed** by the TEM and TER Project Manager about the recent developments of the Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects, including the outcome of the Conference on Financing Road and Rail Infrastructures, held in Vienna on 17 November 2010 and the revision of their Master Plan.

32. The Committee **took note** of the TEM and TER Revised Master Plan. The executive summary of an advanced copy was made available.

33. The Committee **expressed** its appreciation for the excellent results produced by the TEM and TER projects, particularly for the TEM and TER Revised Master Plan, and **reiterated its support** to the two projects and **invited** the TEM and TER Steering Committees to pursue their activities.

34. The Committee also **invited** member countries of the TEM and TER projects to propose candidates for the post of TEM/TER Project Manager and inform the secretariat as soon as possible of their proposals and **encouraged** Governments of Eastern and South-Eastern Europe, Caucasus and Central Asia that are not yet members of the TEM and TER projects to consider full participation.

2. Euro-Asian Transport Links (EATL) Project

Documentation: ECE//TRANS/WP.5/2010/1, Informal document No. 5

35. The Committee was **informed** about the progress and recent activities of the Group of Experts on Euro-Asian Transport Links (EATL) under the EATL Phase II, including the fourth and fifth sessions held in Geneva on 6 September 2010 and in Tashkent from 1 to 3 November 2010 (organized in cooperation with the Ministry of Foreign Economic Relations, Investments and Trade of the Republic of Uzbekistan and in partnership with the OSCE) as well as about a regional EATL workshop held in Turkmenbashi (Turkmenistan) on 7 and 8 December 2010 (organized in partnership with the Government of Turkmenistan and the OSCE).

36. Moreover, the Committee was **informed** about the tangible results produced so far, including a strengths–weaknesses–opportunities–threats (SWOT) analysis; identification of priority infrastructure routes (road, rail and inland waterways), transshipment points and ports in the extended EATL region of 27 countries involved; prioritization of infrastructure projects and updated infrastructure investment plan; estimates of transport volumes along the EATL routes; study of the economic viability of inland transport options between Asia and Europe; description and analysis of non-physical obstacles to transport (in progress); and development of a GIS internet application to present the collected data and the project results (in progress). The EATL progress report is contained in ECE//TRANS/WP.5/2010/1 and Informal document No. 5.

37. The Committee **noted** the end of three-year (2008–2010) extra-budgetary contribution by the Government of the Russian Federation to support the development of the EATL – Phase II and the request of WP.5 to the secretariat to explore all possibilities for funding the continuation of EATL activities beyond 2010. It **recalled** that developing EATL is a long-term undertaking requiring a great deal of effort and perseverance and enhanced coordination and cooperation among all countries along the EATL.

38. The Committee expressed its appreciation for the successful development of the EATL Phase II, **reiterated** its support to the WP.5 work on EATL, **requested** the secretariat to explore possibilities of ensuring funding for the continuation of the EATL project's activities beyond 2010 with governments and potential donors and **welcomed** the readiness of the Government of the Russian Federation to continue funding the project, which was announced by the delegation of the Russian Federation during the session.

B. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport

Documentation: Informal document No. 6

39. The Committee was **informed** by the secretariat about recent developments to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). In particular, about the successful implementation of the digital tachograph in some non-EU AETR Contracting Parties as a result of an agreed six-month tolerance period ending on 31 December 2010. The status of implementation of the digital tachograph was circulated as Informal document No. 6.

40. The Committee **invited** the non-EU Contracting Parties to the AETR to continue taking necessary measures on implementing the digital tachograph, and the Contracting Parties to AETR and the EU to continue providing assistance to the non-EU countries in need, enabling them to implement the digital tachograph.

41. The Committee **noted** the challenges arising from the AETR article 22bis and the Working Party on Road Transport (SC.1) discussions concerning the relationship between the AETR and EU law and that with respect to article 22bis, the SC.1 had decided to create a group of experts to propose a revised text for this article.

42. In his address to the delegates, Mr. Sergey Aristov, State Secretary, Deputy Minister of Transport of the Russian Federation, underscored the importance attached by his Government to the implementation of the digital tachograph. He informed the Committee that the Russian Federation is implementing the digital tachograph for both international and domestic transport.

43. In view of the unreadiness of some of the countries to implement the digital tachograph, the importance of AETR article 22bis and the challenging relationship between the AETR and the EU law, the Committee **urged** Contracting Parties of AETR, to seek practical and mutually acceptable solutions through compromise that would satisfy all the Parties, during a special meeting organized by the secretariat, on 4 March 2011.

44. Moreover, in light of the strategic importance and the urgency in addressing all relevant issues to the AETR and social rules in transport, the Committee **decided** to transform the existing informal group on AETR, set up by decision of the 105th session of SC.1, to an Expert Group for all Contracting Parties of AETR and EU and requested EXCOM's approval. The Committee **urged** this Group to continue its work, revise its ToR and report, including concrete proposals, to the Bureau in June 2011 and to SC.1 at its next session.

C. Scaling up of the UNECE road traffic safety work

Documentation: Informal document No. 7, General Assembly Resolution 64/255 of March 2010, Ioannina Declaration

45. The Committee was **informed** by the secretariat about the recent development in the Working Party on Road Traffic Safety (WP.1) including its plans for scaling up the UNECE road traffic safety work (Informal document No. 7), about the celebration of 60 years of road safety in the United Nations system in 2010 and about the WP.1 plans for the coming seventh decade, a period that coincides with the Decade of Action for Road Safety. The Committee was also **informed** about the publication by the secretariat of the consolidated resolutions on road traffic (R.E.1) and on road signs and signals (R.E.2).

46. The Committee was **informed** about the United Nations General Assembly resolution 64/255, of 2 March 2010, proclaiming the period 2011–2020 as the Decade of Action for Road Safety. One of the goals of the Resolution is reducing the level of road fatalities around the world by increasing activities at national, regional and global levels. It requests the United Nations regional commissions, in cooperation with other partners, to prepare a Plan of Action of the Decade and to coordinate regular monitoring of global progress in meeting these targets. The Committee was also **informed** about UNECE plans to contribute to the launch and implementation of the Decade of Action at the global level in cooperation with other United Nations regional commissions, the United Nations Road Safety Collaboration and other road safety global partners.

47. The Committee was also **informed** about the conclusion of the project funded by the United Nations Development Account “on improving road safety: setting regional and national road traffic casualty reduction targets”, carried out by the five United Nations regional commissions in 2008–2009; the recent UNECE – International Basketball Federation (FIBA) global road safety promotional campaign “We play and drive by the rules” organized during the FIBA 2010 World Championship (September 2010, Turkey)

and possible new areas of involvement for WP.1 such as enhancing safety at level crossings and multidisciplinary crash investigations.

48. Ambassador Leonidas Chrysanthopoulos, Secretary General, BSEC **informed** the Committee about the UNECE – BSEC “Conference on Improving Road Safety in the BSEC Region” held in Ioannina (18 and 19 November 2010, Greece), the Ioannina Declaration and the planned follow-up actions.

49. The Committee **expressed** its appreciation for the work and initiatives undertaken by WP.1 and the secretariat and for the excellent cooperation with BSEC also in the field of road safety that brought tangible results.

50. The Committee **supported** the work on developing multidisciplinary crash investigation (MDCI) mechanisms, subject to availability of external funding and **recommended that** WP.1, the Working Party on Road Transport (SC.1) and the Working Party on Rail Transport (SC.2) consider creating a joint Group of Experts of limited duration to work on enhancing safety at level crossings, taking into account all relevant experience within other bodies such as the European Railway Agency (ERA).

D. A more complex approach to road transport

51. The Committee was **informed** about amendments introduced into the European Agreement on Main International Arteries (AGR) in 2010. The Committee **noted** that the Contracting Parties to AGR may soon have to establish and implement procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections for the roads of the international e-road network as stipulated in the proposed Annex IV of AGR.

52. The Committee was also **informed** about ongoing work on a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS), as well as about a European Commission's initiative to modify the EU-third country Interbus Agreement.

53. Moreover, the Committee was **informed** about the findings of a Group of Experts on “quantitative restrictions imposed on international road transport of goods”. Specifically a “Draft convention aligning bilateral agreements on international road transport with the mandatory rules of multilateral instruments governing international road transit” was presented. The Committee **noted** that as of November 2010, four countries had ratified the Protocol to the Convention on the Contract for the International Carriage of Goods by Road (e-CMR): Bulgaria, Latvia, Netherlands and Switzerland and that an additional ratification was needed for the Protocol to enter into force.

54. The Committee **urged** the signatories to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (e-CMR) which allows for the use of electronic consignment note and the Contracting Parties to the CMR Convention to ratify or accede to the Additional Protocol and **supported** the continued work of an informal group of experts to explore the issue of “quantitative restrictions imposed on international road transport of goods”.

E. Towards unified railway law in the pan-European region and on Euro-Asian land transport corridors: Position paper by the Working Party on Rail Transport

Documentation: ECE/TRANS/SC.2/214, ECE/TRANS/2011/3 and Corr.1

55. The Committee **noted** that the Working Party on Rail Transport (SC.2) had adopted a position paper (ECE/TRANS/2011/3) on unifying railway law in the pan-European region and along Euro-Asian transport corridors (ECE/TRANS/SC.2/214). The paper proposed a gradual step-by-step approach, foreseeing, as a first step, the preparation of a Memorandum of Understanding (MoU) or similar instrument providing the governmental framework for general terms and conditions for Euro-Asian rail transport contracts prepared by the industry.

56. The preparation of the MoU is proposed to be undertaken in 2011 by a UNECE Group of Experts. The underlying general terms and conditions for rail transport contracts would be prepared in parallel by experts under the auspices of the Organisation for Railway Cooperation (OSJD) and the International Rail Transport Committee (CIT) in cooperation with the Intergovernmental Organization for International Carriage by Rail (OTIF).

57. The Committee **expressed** its appreciation for this initiative, **approved** the vision and approach contained in the position paper of SC.2 on unifying railway law in the pan-European region and along Euro-Asian transport corridors (ECE/TRANS/2011/3), **decided** to establish a Group of Experts on this subject according to the ToR described in the annex of document ECE/TRANS/2011/3 and **requested** its Chair to submit this proposal to EXCOM for approval.

F. Efficient and Sustainable Inland Water Transport in Europe: UNECE White Paper prepared by the Working Party on Inland Water Transport

Documentation: ECE/TRANS/SC.3/189

58. The Committee **considered** the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe, prepared by the Working Party on Inland Water Transport (SC.3) with the goal to provide a pan-European vision on the future development of inland navigation in the ECE region, 15 years after the first UNECE White Paper. The White paper analyses the development of the inland waterway network within the framework of the European Agreement on Main Inland Waterways of International Importance (AGN) and describes the current institutional and regulatory setting for inland navigation in the region. The paper then identifies key areas for pan-European cooperation on promoting the use of inland water transport and proposes policy recommendations on follow-up activities to be taken by the Working Party on Inland Water Transport. The Committee was also informed that the White Paper would be submitted to the sixty-fourth session of the UNECE (29–31 March 2011).

59. The Committee **endorsed** the White Paper on Efficient and Sustainable Inland Water Transport in Europe (ECE/TRANS/SC.3/189), reserving the possibility for the delegations to submit their additional comments, if any, by 18 March 2011, and **welcomed** the policy recommendations in seven priority areas for coordinated and harmonized work among Governments, River Commissions, industry and other major stakeholders in the years to come. The Committee **expressed** its appreciation for the work of SC.3 on this strategic document, conveying a particular gratitude to the member States, the European

Commission and River Commissions for their active participation in preparing the White Paper.

60. In this context, the Committee also **took note** of the follow-up activities to the policy recommendations of the White Paper, including the ongoing study of a possible UNECE contribution to the operation of the future European database of inland vessels.

G. Transport and competitiveness

Documentation: WP.5 Informal document No. 1

61. The Committee was **informed** about the steps undertaken by the secretariat to further advance the work on the project “Supply Chain Challenges for National Competitiveness through Transport”, in accordance with the project timeline adopted at the twenty-third session of the Working party on Transport Trends and Economics in September 2010 (WP.5 Informal document No. 1).

62. The Committee **approved** the establishment of a task force under WP.5 to advance the work of the project “Supply Chain Challenges for National Competitiveness through Transport” with participation from the relevant Working Parties.

H. Strengthening border crossing facilitation (Harmonization Convention, eTIR project and other customs transit facilitation measures)

Documentation: ECE/TRANS/2011/4

63. The Committee **noted** that the Administrative Committee of the Harmonization Convention (WP.30/AC.3), at its session on 27 May 2010, adopted the amendment proposal introducing a new Annex 9 on rail border crossing to the Harmonization Convention. On 31 August 2010, the Secretary-General of the United Nations, acting in his capacity as depositary, issued a Depositary Notification to inform the Contracting Parties of the adoption of the new Annex 9. It will enter into force on 30 November 2011 unless objections are transmitted by Contracting Parties to the United Nations Secretary-General before 31 August 2011.

64. The Committee **took note** of and **supported** the recent activities of the secretariat and Contracting Parties on strengthening the TIR Convention and ensuring transparency in managing the TIR system. The tasks which were identified as priorities in the course of the UNECE reform (ECE/TRANS/2011/4) are, in particular:

- Consideration, following recommendations by the Office of Internal Oversight Services (OIOS) and the United Nations Board of Auditors (BOA), of amendment proposals on the introduction of a new annex to the TIR Convention on the conditions and requirements for the authorization of an international organization to organize the functioning of the TIR guarantee system. These requirements include, inter alia, audit provisions aimed at ensuring good governance and transparency in the TIR system.
- UNECE efforts to ensure the continuation of the TIR system as of 1 January 2011 by signing a new UNECE – The International Road Transport Union (IRU) agreement in accordance with the provisions of the TIR Convention, applicable United Nations regulations and mandates by the TIR Administrative Committee.

65. The Committee was **informed** that the Working Party on Customs Questions affecting Transport (WP.30) and its Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (WP.30/GE.1) began

considering the financial implications of the eTIR project, including a cost-benefit analysis. WP.30 also held first deliberations on preparing legal provisions aimed at the introduction of eTIR, for the purpose of providing guidance to the secretariat on which alternative should be pursued: either to amend the current Convention with provisions introducing the use of electronic data interchange (EDI) in parallel to or gradually replacing the paper TIR Carnet or to launch a completely new, so called, "eTIR" Convention which would be based on EDI technologies.

66. The Committee **supported** the continuation of the eTIR project and **decided** to prolong the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR procedure (WP.30/GE.1) to the year 2011 and conduct a cost-benefit analysis of e-TIR.

67. The Committee noted a resolution of the IRU General Assembly on excessive use of X-ray equipment for inspecting commercial road vehicles. According to the resolution, while such inspections may occur several times a day to the same vehicle, no preventive measures to protect the drivers are available and no information on control procedures and on the impact of X-ray inspections on the health of drivers are provided. The Committee **requested** member States to address the issue of X-ray scanning of commercial road transport vehicles at the national level, including taking measures to ensure that X-ray equipment used is harmless for drivers.

I. Inland transport security

68. The Committee was **informed** about the Inland Transport Security Discussion Forum held on 31 January 2011 organized and hosted by UNECE in accordance with the Committee's decision at its seventy-first session in 2009 (ECE/TRANS/206, para. 57). The Forum was organized in partnership with a private sector partner (Transported Asset Protection Association) and aimed at providing a platform for discussions about various inland transport security issues.

69. The Committee **expressed** its appreciation for the organization of the inland transport security workshop and **reaffirmed** that the UNECE Transport Division — in partnership with member States, international organizations, private sector, and academia — should continue its work aimed at enhancing inland transport security, in particular by organizing events to exchange information and share best practices.

J. Review of the most important issues related to the harmonization of vehicle regulations

Documentation: ECE/TRANS/WP.29/1083 and Corr.1 and Add.1, ECE/TRANS/WP.29/1085, ECE/TRANS/WP.29/1087, Informal document No. 8

70. The Committee was **informed** by the secretariat about the most recent developments in the work carried out by the World Forum for Harmonization of Vehicles Regulation (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement and the Executive Committee of the 1998 Agreement. The Committee **noted** that 40 informal groups worked during 2010 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 138 existing vehicle regulations based on technical progress. A list of subject matter under discussion by the informal groups was circulated as Informal document No. 8.

71. The Committee **noted** that more than 110 amendments were adopted in 2010, updating existing vehicle regulations to technical progress and introducing more severe limits. Among them, provisions to prevent fire risks on buses and coaches, the introduction of new provisions for rolling resistance of tyres, which could reduce CO₂ emissions by 5 per cent and lower noise limit values for tyres. Furthermore, the World Forum agreed to globally harmonize the test procedures for measuring the emissions of heavy duty vehicles eliminating the remaining options. The new Euro 5 emission requirements reducing further the emissions of gaseous pollutants and particulates for passenger cars and light duty vehicles were inserted into the existing regulations.

72. The Committee also **noted** that in 2010 the World Forum updated certain Regulations annexed to the 1958 Agreement for prevention of electric shocks to passengers not only in normal service but also in the case of frontal and lateral impacts. The adoption of these updated Regulations has been considered as the first international regulation on safety for hybrid and electric vehicles. These landmark provisions will facilitate the early introduction of safe and clean electric vehicles worldwide. According to the World Forum's programme of work, this set of requirements for the safety of hybrid and electric vehicles will be followed by other improvements on existing or new Regulations on hydrogen and fuel cells technologies to be completed by the end of 2011.

73. The Committee was also **informed** that WP.1 and WP.29 continue cooperation to ensure a continuous concordance/consistency between the Convention on Road Traffic (1968) and the regulations developed by the World Forum in the framework of the 1958 and 1998 Agreements.

74. The Committee was further **informed** about the status of the 3 Agreements administered by WP.29 (1958, 1997 and 1998 Agreements), regarding the number of the Contracting Parties and the programme of work for each Agreement.

75. The Committee **expressed** its appreciation for the work carried out by WP.29 and **approved** holding an additional session, on 12 and 13 May 2011, of the Working Party on Brakes and Running Gear (GRRF) under WP.29, to conclude a new draft Regulation on Automatic Emergency Braking Systems (AEBS).

K. Fuel standards

Documentation: Informal document No. 9

76. The Inland Transport Committee **noted** the status of the development of recommendations on market fuel quality by the World Forum and the difficulties encountered in reaching an agreement with the petrol industry thus far (Informal document No. 9).

L. Intermodal transport and logistics: Opportunities and challenges for inland waterways

Documentation: ECE/TRANS/WP.24/127

77. The Committee **noted** that following its policy-oriented segment on inland water transport in February 2010, the Working Party on Intermodal Transport (WP.24) has further considered this topic under the angle: Opportunities and challenges for intermodal transport by inland waterways. On the basis of presentations and background documents, the Working Party considered solutions to further increase the attractiveness and competitiveness as well as complementarities of inland water transport with road and rail transport with the objective to provide seamless door-to-door transport systems.

78. The Committee **considered** the conclusions drawn by the Working Party, such as better utilization by European Governments of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) Protocol on inland water transport laying down a coordinated plan for the development of intermodal transport on pan-European inland waterways and coastal routes, better port management schemes by private industries and deregulation of inland water transport operations.

M. Review of the most important issues related to the transport of dangerous goods

Documentation: ST/SG/AC.10/C.3/74 and Corr.1 and Add.1, ST/SG/AC.10/C.3/76, ST/SG/AC.10/C.4/38 and Add.1–3, ST/SG/AC.10/C.4/40, ST/SG/AC.10/38, ECE/TRANS/WP.15/204 and Corr.1 and Add.1, ECE/TRANS/WP.15/206, ECE/TRANS/WP.15/208, ECE/TRANS/WP.15/AC.1/118 and Add.1, ECE/TRANS/WP.15/AC.1/120 and Add.1; ECE/TRANS/WP.15/AC.2/36 and Corr.1, ECE/TRANS/WP.15/AC.2/38, ECE/ADN/9 and Corr.1–2, ECE/ADN/11, ECE/ADN/13, ECE/TRANS/215, ECE/TRANS/220

79. The Committee **noted** that the Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods had met from 21 to 30 June 2010 (see report ST/SG/AC.10/C.3/74 and Corr.1 and Add.1) and from 29 November to 7 December 2010 (see report ST/SG/AC.10/C.3/76). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals had met from 30 June to 2 July 2010 (see report ST/SG/AC.10/C.4/38) and from 7 to 9 December 2010 (see report ST/SG/AC.10/C.4/40). Moreover, the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals held its fifth session on 10 December 2010, considered the work of both sub-committees over the 2009–2010 biennium and adopted recommendations reproduced in addenda 1–3 to its report ST/SG/AC.10/38. These recommendations should be published by the secretariat in 2011, as the seventeenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; addendum 1 to the fifth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the fourth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals.

80. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) and the ADN Administrative Committee held respectively their eighteenth and sixth sessions from 24 to 28 January 2011.

81. The Committee also **noted** that, following the accession by Iceland, there are 47 Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, has not yet entered into force as not all Contracting Parties to the ADR have become Parties to it. Thirty-three Contracting Parties have done so to date. The Committee urged the Contracting Parties to the ADR that have not done so (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to become Contracting Parties to the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR in order to allow the Protocol to come into force.

82. Moreover, the Committee **noted** that, following accession by Poland, Serbia and Switzerland, there are 16 Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

83. The Committee also **noted** that the draft amendments to Annexes A and B of the ADR adopted in 2008, 2009 and May 2010, as reproduced in ECE/TRANS/WP.15/204 and Corr.1 and Add.1 have been submitted by the Government of Portugal for acceptance by Contracting Parties and have been deemed accepted on 1 October 2010. They entered into force on 1 January 2011, and the secretariat has published accordingly a new "2011" consolidated edition of ADR (ECE/TRANS/215, Vols. I and II).

84. Similarly, draft amendments to the Regulations annexed to ADN adopted in 2008, 2009 and January 2010, as reproduced in ECE/ADN/9 and Corr.1 have been deemed accepted on 1 October 2010 and entered into force on 1 January 2011. Other amendments adopted in August 2010, reproduced in ECE/ADN/9/Corr.2 have also been circulated for acceptance and entered into force on 1 January 2011. The secretariat has published accordingly a new "2011" consolidated edition of ADN (ECE/TRANS/220, Vols. I and II).

85. As regards the discussion that took place at the last session in relation to the legal procedures to be followed for removing the word "European" from the title of ADR (see ECE/TRANS/208, paras. 77–78), the Committee **noted** that the Chair of the Working Party on the Transport of Dangerous Goods (WP.15), in the light of the objection raised by Germany, concluded that the non-objection acceptance method for the amendment of ADR could not be applied, as it presupposed that there would be a consensus among the Contracting Parties.

86. The Committee **noted** that, according to paragraph 1.9.5.3.7 of ADR, restrictions to the passage of vehicles carrying dangerous goods through road tunnels applied by Contracting Parties to ADR must be published officially and made publicly available. Contracting Parties must notify the UNECE secretariat of such restrictions so that the UNECE secretariat may make this information publicly available on its website. The International Federation of Freight Forwarders Associations (FIATA), IRU and the European Chemical Industry Council (CEFIC) informed WP.15 that the failure of many Contracting Parties to do so posed numerous logistical problems. As the authorities responsible for road safety are not necessarily the same as those competent for ADR, the Committee **requested** the appropriate administrations of the Contracting Parties to ADR to transmit to the secretariat information concerning restrictions on the passage of vehicles carrying dangerous goods through road tunnels in order to allow the secretariat to make this information public pursuant to paragraph 1.9.5.3.7 of ADR.

87. The Committee **noted** that the Joint Meeting adopted draft amendments to the common requirements of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID), ADR and ADN which should come into force on 1 January 2013. The Committee **approved** the new rules 38 and 33a of the rules of procedures of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (ECE/TRANS/WP.15/AC.1/120, para. 68 and annex III).

88. The Committee **expressed** its appreciation for the important work carried out in the field of dangerous goods.

N. Review of the most important issues related to the transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/222 and Add.1

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

1971 but had not yet ratified it. Turkey had announced at the seventy-second session of the Committee in 2010 that it expected to accede to the ATP shortly.

90. The Committee **noted** that proposed amendments to the ATP adopted at the sixty-fourth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in October 2008, including a revised text of Annex 1 of the ATP, had entered into force on 2 January 2011 and were reflected in the new version of the ATP which had been issued as a Sales Publication with the symbol ECE/TRANS/219.

91. The Committee also **noted** that WP.11, at its sixty-sixth session (9–12 November 2010), had adopted amendments to the Annexes to the ATP (ECE/TRANS/WP.11/222, Annex I) and that these had been notified to ATP Contracting Parties by the United Nations Treaty Section on 11 February 2011. WP.11 had also adopted a number of new comments and graphics for the ATP Handbook, intended to facilitate and harmonize interpretation and implementation of the ATP (ECE/TRANS/WP.11/222, Annex II). A new version of the ATP Handbook reflecting these additions was available on the Transport Division website.

92. The Committee was **informed** that, on the basis of Article 7 of the ATP, a multilateral agreement on the recognition of test procedures for multi-compartment multi-temperature equipment had been drawn up by France, Italy, Portugal and Spain. The draft had been circulated for review in the European Union and the World Trade Organization and was now awaiting signature. At WP.11's session in 2010, several countries had expressed their disappointment that a solution had not been found that included all countries and questioned whether the multilateral agreement would lead to unfair competition. In response, it had been stressed that the multilateral agreement was open to all countries and would no longer apply once provisions for multi-temperature equipment had been added to the ATP itself. It was also confirmed that it would not affect transport operations in ATP Contracting Parties.

93. The Committee **approved** the Terms of Reference and Rules of Procedure adopted by WP.11 (ECE/TRANS/WP.11/222/Add.1).

O. Transport of people with reduced mobility

Documentation: ECE/TRANS/WP.6/2010/8, ECE/TRANS/WP.6/159

94. The Committee **noted**, that, as requested, the Working Party on Transport Statistics had considered whether and how to collect data on quantifying social benefits of accessibility measures in rail transport. As a first step, the secretariat has been requested to collect data for a number of basic indicators relating to rail, rolling stock and passenger traffic volumes in UNECE member countries.

XIII. Issues of informative character and formal approval by the Committee (agenda item 11)

A. Approval of reports of the Committee's subsidiary bodies

Documentation: ECE/TRANS/209/Add.1

95. The Committee **approved** as a whole all the reports and related activities of its subsidiary bodies and **request** the secretariat to incorporate related references in the complete Committee report on the basis of the respective annotations contained in document therein (ECE/TRANS/209/Add.1).

B. Status of the 2010 E-Road and E-Rail Traffic Census Programmes

Documentation: Informal document No. 10

96. The Committee was **informed** about the status of the 2010 E-Road and E-Rail Traffic Census Programmes in accordance with Resolutions No. 259 and 260 adopted at its seventy-first session in 2009 (Informal document No. 10).

97. The Committee **invited** UNECE member States who had not yet informed the secretariat about their intention to take part in the 2010 censuses of traffic on E-Roads and E-Rail lines complying with Committee Resolutions Nos. 259 and 260 to do so as soon as possible, and **urged** all UNECE member States to submit the required traffic data by 1 November 2011 (E-Road Census) and by 30 June 2012 (E-Rail Census).

C. Status of accession to international UNECE transport agreements and conventions

Documentation: Informal document No. 11

98. The Committee **considered** Informal document No. 11 prepared by the secretariat containing tables in English, French and Russian on the latest status as at 31 December 2010 of signatures, ratifications and accessions concerning international instruments on inland transport concluded under the auspices of the Committee. Informal document No. 11 also contained the accessions registered since the last session of the Committee. The Committee **took note** of this information and **invited** countries, which have not yet done so, to become Contracting Parties to UNECE Agreements and Conventions in the field of transport as soon as possible.

XIV. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 12)

Documentation: ECE/TRANS/2011/5, ECE/TRANS/2010/7,
Informal document No. 12

99. The Committee **considered** document ECE/TRANS/2011/5 containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2010.

100. The Committee **noted** that, at its seventieth session, the Committee had decided that: (a) its annual sessions would be divided in three parts: policy-oriented, technical and reporting; (b) discussions would focus on issues that need consideration and require decisions by the Committee; (c) a list of main decisions would be adopted; (d) all items of informative character and formal approval by the Committee would be considered as a whole and on the basis of the annotated agenda circulated by the secretariat.

101. The Committee further **noted** that the adoption of the report of its seventy-third session would be limited to the adoption of a list of main decisions, while the report of the policy-oriented segment (half-day round table), in the form of Chair's conclusions, would be circulated at a later stage, together with the full complete report of the session.

102. In reference to the Committee decision regarding performance planning for the evaluation of the 2010–2011 programme of work (ECE/TRANS/2010/7) adopted at the Committee's seventy-second session, the Committee had before it a revised version of Annex 1 which contained expected accomplishments and indicators of achievement for the transport subprogramme, per cluster of activities, for the purpose of 2010–2011 biennial performance evaluations. The revised version was issued to bring in line the text in the

column “clusters of activities” of the above mentioned document with use of resources per clusters of activities prepared for the Executive Committee of the UNECE (Informal document No. 12).

XV. Matters arising from UNECE, the Economic and Social Council and other United Nations bodies and Conferences (agenda item 13)

103. The Committee was **informed** by the secretariat on the most recent developments related to the United Nations bodies and Conferences of interest to the Committee.

XVI. Report to the UNECE Executive Committee on the implementation of the priorities of the UNECE Reform for strengthening some activities of the Committee (agenda item 14)

Documentation: Informal document No. 13

104. The Committee **considered** Informal document No. 13 presenting an outline of the progress on the implementation of the UNECE reform in the field of transport and on specific requests to the Committee, contained in the workplan of the UNECE reform. The Committee **agreed** that Informal document No. 13 be used for reporting to EXCOM and **requested** its Chair to report to EXCOM at its meeting on 4 March 2011, accordingly.

105. The Committee was **informed** by its Chair of the results of his meeting with the Executive Committee on 26 February 2010 on the implementation of the UNECE reform in the field of transport.

XVII. Schedule of meetings in 2011 and preliminary publication programme of the Transport Division 2012–2013 (agenda item 15)

Documentation: ECE/TRANS/2011/6, Informal document No. 14

106. The Committee **adopted** its schedule of meetings in 2011 and from January to March 2012 (ECE/TRANS/2011/6) and the preliminary publications programme 2012–2013 (Informal document No. 14).

XVIII. Any other business. Date of next session (agenda item 16)

107. The Committee **noted** that its seventy-fourth session is tentatively scheduled to be held in Geneva from 28 February to 1 March 2012.

XIX. Adoption of the list of main decisions of the seventy-third session (agenda item 17)

108. The Committee **adopted** the list of main decisions of its seventy-third session.

Annex

Round table discussion on “Transport of dangerous goods: Global and regional dimensions” (1 March 2011)

Chair’s conclusions

Introduction

1. The session consisted of presentations by high-level speakers from the Governments of France, Germany, Kazakhstan, Turkey and the United Kingdom, and by representatives of the European Commission, IMO, CCNR, CEFIC, IRU and UIC, followed by a panel discussion involving the speakers and moderated by the secretariat.
2. Discussions showed that transport of dangerous goods remains a subject of deep concern for the fifty-six countries of the UNECE. The mechanisms put in place by the United Nations for regulating the transport of dangerous goods by all modes of transport at global and regional levels are efficient and ensure a high level of safety when effectively implemented by Governments.
3. The UNECE plays a major role in this field, firstly by providing secretariat services to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods, and secondly by ensuring full implementation of these mechanisms through its own legal instruments, the ADR for road transport and, in cooperation with the CCNR, ADN for inland waterways, as well as the OTIF legal instrument RID for rail. Other organizations, notably IMO for sea transport and the International Civil Aviation Organization (ICAO) for air transport, also contribute to this successful worldwide implementation. As a consequence, a comprehensive and coherent system for regulating the transport of dangerous goods is available to all UNECE countries. If implemented correctly, this system offers a very high level of safety and security during transport and contributes significantly to facilitation of transport between countries that apply the system. This is the case in particular in the European Union, where the system applies not only to international transport but also to domestic transport, and is regularly kept up to date and fully harmonized thanks in particular to the work of WP.15, the RID/ADR/ADN Joint Meeting and the ADN Safety Committee and the RID Committee of Experts.
4. Nevertheless, the round table showed that there are still a number of shortcomings that should be looked into by the UNECE and cooperating organizations.

I. Harmonization

5. Governments recognize the necessity of multimodal harmonization but consider that harmonization has already been achieved for inland transport, in Europe, in countries which apply UNECE and OTIF legal instruments (RID, ADR and ADN). Nevertheless, there are still countries, parties to these legal instruments, which do not apply the same rules to domestic transport, or have obsolete national regulations. It is highly recommended that parties to RID, ADR and ADN, which have not yet done so, apply the same requirements to domestic transport of dangerous goods.
6. To facilitate Euro-Asian transport, harmonization of the Agreement on International Goods Transport by Rail (SMGS), annex II (applicable in Central and Eastern Europe and

Asia) with RID (applicable in Western and Central Europe, the Middle East and North Africa) would be highly desirable. WP.15, OTIF and OSJD may wish to consider joint procedures or activities, or to strengthen existing mechanisms to accelerate the updating of annex II of SMGS and resolve remaining differences between RID and SMGS, annex II as deemed appropriate.

7. Industry advocates further harmonization between land transport regulations and air or sea transport regulations, including, in the opinion of the IRU, abolishment of RID/ADR tank container provisions on exclusive use of United Nations portable tanks. On the other hand, representatives of Governments stressed that further harmonization between inland transport and maritime and air transport instruments should not jeopardize safety. Some air or sea transport requirements which are more stringent than those for inland transport are justified from the safety standpoint, while certain less stringent provisions for inland transport, which do not affect safety in a land transport context, are to the economic benefit of industry in Europe.

II. Accession to legal instruments/implementation/technical assistance

8. The ADR now counts 47 Contracting Parties, including 45 UNECE countries out of 56, and two non-UNECE countries (Morocco and Tunisia). Some non-UNECE countries in the Middle East, Southern Asia and Latin America also apply some of its provisions to domestic transport. Although an increasing number of non-UNECE countries have expressed an interest in acceding to ADR, the technical regulations are complex and implementation requires the availability of expertise and properly organized administrative structures for the management of such regulations and their enforcement. The Government of Turkey, one of the most recent UNECE acceding countries, explained the difficulties it had faced in the accession/implementation process.

9. The WP.15 could consider the possibility of developing guidelines/recommendations for the establishment of appropriate administrative structures at national level for the proper implementation and enforcement of ADR, so as to facilitate accession and effective implementation by new countries.

10. The Committee or WP.15 may wish to establish a capacity-building strategy in order to coordinate or streamline the various technical cooperation activities that are currently undertaken bilaterally without much coherence. This could be done in cooperation with major donor organizations such as the European Union or NGOs such as the IRU with a view to progressively ensuring the adoption of ADR in UNECE countries which are not yet parties, but also in neighbouring countries in particular in Asia, Africa and the Middle East.

11. Technical assistance would be needed to help UNECE countries with economies in transition and neighbours of UNECE countries to put in place appropriate legislation and administrative structures to join international legal instruments and implement them properly.

III. Training

12. Training, including training of competent authorities, is an important factor of safety and security, and more efforts should be made to ensure the availability of expertise in governmental administrations and the training of all participants in the chain of transport of dangerous goods.

13. All parties to RID, ADR and ADN and especially those which do not yet apply these instruments to domestic transport should be reminded of the importance of the functions of the Dangerous Goods Safety Adviser (DGSA) for improving safety and compliance with the regulations.

14. The attention of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods, IMO and ICAO should be drawn to the RID/ADR/ADN provisions requiring the involvement of Dangerous Goods Safety Advisers to ensure better compliance with regulations on the transport of dangerous goods and such requirements should be considered in other parts of the world and for maritime and air transport.

15. The WP.15 may wish to cooperate with IMO in order to clarify the training required by the International Maritime Dangerous Goods (IMDG) Code for drivers of road vehicles in port areas or in roll-on-roll-off (RORO) traffic who already possess an ADR driver training certificate.

IV. Conclusion

16. The Round Table provided a very useful opportunity for exchange of information on the global and regional dimensions of the transport of dangerous goods and suggestions for possible further developments and action for better effective harmonization and implementation.

17. It is recommended that relevant authorities of UNECE member States, the Committee itself, WP.15, the RID/ADR/ADN Joint Meeting, the ADN Safety Committee and cooperating organizations consider the outcome of these discussions and take action as deemed relevant and appropriate.
