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Economic Commission for Europe**Inland Transport Committee****Seventy-sixth session**

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Item 4 (d) of the provisional agenda

Strategic questions of a sectoral nature: Road transport**Review of the UNECE's recent road transport activities****Note by the secretariat***Summary*

In 2013, the Working Party on Road Transport (SC.1) and the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR Group of Experts) continued to make progress in relation to their respective mandates. Their progress in 2013 and priority areas where progress is required in 2014 are outlined in this document. In particular, the mandate of the AETR Group of Experts was extended by the UNECE Executive Committee until the end of 2014 to achieve convergence of positions held by the European Union and non-EU AETR Contracting Parties concerning article 22bis, which specifies the procedure for amending Appendix 1B of the AETR.

The Committee is invited

- to consider the progress made by SC.1 and the AETR Group of Experts in 2013;
- to encourage their national counterparts who are involved in the AETR Group of Experts to reach consensus on article 22bis.

I. Background

1. This document provides a review of the UNECE's road transport activities in 2013.

II. Working Party on Road Transport (SC.1)

2. SC.1, serviced by UNECE, typically meets once a year in Geneva. The key matters discussed and considered by SC.1 at its only (108th) regular session in 2013 are summarized below. SC.1 also met for a special session in 2013 to discuss a proposal by the Government of Switzerland for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS). Details are below.

III. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

3. The AETR Group of Experts — a subsidiary body of SC.1 — met three times in 2013, on 25 February, 24 June and 31 October 2013 (ECE/TRANS/SC.1/GE.21/11, ECE/TRANS/SC.1/GE.21/14 and ECE/TRANS/SC.1/GE.21/16).
4. The main developments included: (a) the renewal of Memorandum of Understanding between the UNECE and European Commission Services which recognizes the Joint Research Centre as the authority responsible for root and interoperability certification for non-EU AETR Contracting Parties until 30 June 2015, (b) the extension of the AETR Expert Group's mandate until the end of 2014 following the Executive Committee's decision taken on 11 July 2013, (c) the ongoing work aimed at achieving convergence of positions held by the European Union and non-EU AETR Contracting Parties (mostly the countries of the Commonwealth of Independent States) concerning article 22bis (i.e. the procedure for amending Appendix 1B of the AETR) and (d) the retention of the exemption in Article 12, paragraph 6(b) until such time when the matter is raised by a Contracting Party.
5. In 2014, the AETR Group of Experts will continue focusing on reaching consensus on the proposed amendment to article 22bis. Amongst other matters, it will also consider the issue of the current wording of article 14 related to eligibility to accede which, in its present form, limits accession to the AETR Agreement to UNECE member States only.

IV. Implementation of the digital tachograph

6. In the European Union, mandatory use of the digital tachograph is based on Council Regulation (EC) N°2135/98 (that amended Council Regulation (EEC) N°3821/85 and Council Directive N°88/599/EEC). Commission Regulation (EC) N°1360/2002 had introduced technical requirements for the digital tachograph and tachograph cards. As existing (registered) vehicles are not retrofitted with digital tachographs, this Regulation only applies to vehicles applying for registration for the first time.
7. The introduction of the digital tachograph device, which monitors the driving and rest periods of professional drivers engaged in international transport under the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) and relevant EU Regulations, became mandatory for EU member States in June 2006. It was to have become mandatory for non-EU AETR Contracting Parties on

16 June 2010 (i.e. after a four-year transition period). In spite of efforts made towards implementing the digital tachograph, by the June 2010 deadline, some non-EU AETR Contracting Parties appeared not ready to fully implement it by the deadline.

8. This “unpreparedness” was the subject of an extraordinary session of UNECE’s Working Party on Road Transport (SC.1) on 22–23 April 2010 in Geneva where the Contracting Parties to the AETR reached agreement on a six-month tolerance period for the implementation of the digital tachograph at the pan-European level. The “tolerance package” of April 2010 defined the conditions to be adhered to by the drivers of vehicles registered in countries that may fail to observe the deadline in order to be allowed to enter the territory of complying States without being subject to fines or denial of entry. The “tolerance package” ended on 31 December 2010.

9. Since then, further progress has been made in implementing the digital tachograph in non-EU AETR Contracting Parties. Currently, almost all countries have fully implemented the measures necessary for the use of the digital tachograph. Only one country remains at the beginning of the process while one country has yet to start it. The table below shows implementation progress.

10. In summary, virtually all non-EU AETR Contracting Parties have made measurable and significant progress in implementing the digital tachograph. Only Turkmenistan has yet to take steps to begin the implementation procedure. In 2014, the digital tachograph will become mandatory for Turkey’s domestic transport.

V. Additional Protocol to the CMR concerning the Electronic Consignment Note

11. In June 2013, Denmark acceded to the Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR). This accession brings the number of Contracting Parties to eight. It is worth noting that Article 5 of e-CMR stipulates that parties interested in the performance of e-CMR would agree on the procedures and their implementation. The secretariat has encouraged initiation of work in this area.

VI. European Agreement on Main International Traffic Arteries (AGR)

12. The amendment to the AGR Agreement proposed by the Government of Hungary, and adopted at the 107th session of SC.1, entered into force on 6 December 2013 (Depositary Notification C.N.562. 2013.TREATIES-XI.B.28).

13. The Inland Transport Committee (ITC) has requested SC.1 to “start discussion on infrastructure requirements linked to the introduction of intelligent transport systems” (ECE/TRANS/236, para. 60). In this context, an informal expert SC.1 session is scheduled to be held on 24 February 2014 to discuss the subject of incorporating selected “e-mobility” issues into the AGR Agreement and possibly to start discussion on infrastructure requirements linked to the introduction of intelligent transport systems.

Implementation status¹

(As of 10.12.2013)

<i>Country</i>	<i>Authority Identified</i>	<i>Policy for Review</i>	<i>Policy Approved</i>	<i>Start of European Root Certification Authority (ERCA) Services</i>	<i>Card Issuing</i>
Albania	X	X	X	X	*
Andorra	X	X	X	X	*
Armenia	X	X	X	X	X
Azerbaijan	X	X	X	X	X
Belarus	X	X	X	X	X
Bosnia-Herzegovina	X	X	X	X	X
Croatia	X	X	X	X	X
Georgia+	X	X	X	X	X
Iceland	X	X	X	X	X
Kazakhstan	X	X	X	X	X
Liechtenstein	X	X	X	X	X
Monaco	X	X	X	X	*
Montenegro	X	X	X	X	**
Norway	X	X	X	X	X
Republic of Moldova	X	X	X	X	X
Russian Federation	X	X	X	X	X
San Marino	X	X	X	X	***
Serbia	X	X	X	X	X
Switzerland	X	X	X	X	X
Tajikistan+	X	X			
the former Yugoslav Republic of Macedonia	X	X	X	X	X
Turkey	X	X	X	X	X
Ukraine	X	X	X	X	X
Uzbekistan	X	X	X	X	

Source: UNECE Transport Division and Joint Research Centre, European Root Certification Authority, European Commission based on information provided by the national authorities.

Note: No information has been received from Turkmenistan.

¹ Legend:

X	-	denotes "implemented"
*	-	Services provided by France
**	-	Services provided by Slovenia
***	-	Services provided by Italy
+	-	Country acceded to the AETR Agreement in 2011

VII. Proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS)

14. At a special session in July 2013, and at its 108th session, SC.1 discussed the text of a draft multilateral agreement on the international regular transport of passengers by coach and bus submitted by the Government of Switzerland (ECE/TRANS/SC.1/S/2013/1). Revisions were made during both sessions and the secretariat has scheduled a special SC.1 session on 30 June-1 July 2014 to substantively discuss the revised draft OmniBUS Agreement (ECE/TRANS/SC.1/S/2013/1/Rev.1). As discussions on the international transport of passengers by coach and bus were ongoing at the European Union and decisions were pending, the EU member States who were present at the 108th session refrained from participating in the discussion of the OmniBUS agreement and did not attend the special SC.1 session in July.

15. The Committee may wish to call on all interested governments to attend the special SC.1 session scheduled to take place on 30 June – 1 July 2014 in Geneva to further discuss the draft OmniBUS Agreement.

VIII. The relationship between the origin of goods and transport operations

16. In 2013, SC.1 also discussed transport and border crossing issues related to the origin of goods, frontier controls and road transport permits. Some countries believed that authorities of some countries (outside of the EU) incorrectly classify transport operations as third-country transport operations. While, for some countries, it may be necessary for border controls to analyse all evidence in order to correctly determine the type of transport operations, for others, using commercial documents such as the commercial invoices, in addition to transport documents such as CMR consignment note and TIR carnet, is in violation of the provisions of international law in this area. The issue is likely to be discussed again at the next SC.1 session.

IX. Trans-European North South Motorways (TEM) project activities

17. In 2013, the TEM Project Central Office (PCO) was involved in the UNECE public consultation on the future deployment of Intelligent Transport Systems (ITS), since the TEM Project had already dealt with different aspects of ITS in the road sector for many years in the past. The TEM PCO, therefore, expressed its readiness to contribute to this goal by making available its experience and experts.

18. The TEM has been interested, too, in the UNECE project launched in 2011, to study the climate change impacts on and adaptation of international transport networks. Its involvement in this project was included to the TEM Programme of Work for 2013 as its item 4.4.5. The TEM Project also participated in the UNECE WP.5 session which took place in Geneva on 9–11 September 2013, to deal inter alia with the infrastructure financing and climate change. Furthermore, as the follow-up of the UNECE activity on hinterland connections to the seaports, the Project Manager participated in the meetings of the South East Transport Axis (SETA) project, aimed at facilitation of connections of Austria, Hungary and Slovakia to the northern Adriatic ports.

19. Regarding the cooperation with the Organization for Security and Co-operation in Europe (OSCE), the Project Manager met its representatives in Vienna in December 2012. At this meeting, the possibilities of widening the cooperation between the TEM and TER and OSCE were examined, including confidence-building, border-crossing activities and cooperation in the Black Sea region, focusing especially on the Black Sea Ring Road.

20. The Highway Engineering Exchange Program (HEEP) and TEM Statistics (TEMSTAT) meetings held in Warsaw in June 2013, were opportunities to exchange on the newest developments in highway engineering both in Europe and North America. The TEM PCO established contacts aimed at closer collaboration with the European Union (EU) experts with respect to transport network development in the Balkan area and to the Danube Strategy to 2020.

21. According to the decision of the fifty-sixth session of the TEM Steering Committee held in Salzburg, Austria in October 2011, at which the TEM Master Plan Revision monitoring mechanism based on 4 templates was approved, the fourth meeting of the Joint TEM and Trans European Railways (TER) Rail and Road/Motorway Follow-up Group of Experts received the following documents and endorsed them:

- (a) Final integrated report on comparison of the revised TEM and TER master plan backbone networks with the EU core network, the UNECE road and rail (AGR and AGC) networks and with the Euro-Asian Transport links;
 - (b) 2013 progress report on results of monitoring the implementation of the TEM and TER Master Plan revision in 2012;
 - (c) TEM and TER Master plan revision follow-up programme of work for 2014;
and
 - (d) TEM and TER mapping activities.
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