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Economic Commission for Europe

Inland Transport Committee

Seventy-sixth session

Geneva, 25–27 February 2014

Item 22 of the provisional agenda

Adoption of the list of main decisions of the seventy-sixth session

List of main decisions

Note by the secretariat

At its seventy-sixth session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/239 and Add.1);
2. **Endorsed** the outcome of the policy-oriented segment on “Innovations for sustainable inland transport and mobility” and **agreed** that a short report, in the form of Chair’s conclusions, be annexed to the full report of the session; and **requested** its subsidiary bodies to take on board its outcomes;
3. **Took note** of the analytical activities of the UNECE Transport Division accomplished during 2013; **encouraged** governments and municipalities to support further research on urban transport and mobility provided by UNECE, and suggested that this topic be addressed in the agenda of the Working Party on Transport Trends and Economics (WP.5); **welcomed** the results of the sustainable urban transport and mobility review; **thanked** the secretariat for this analysis and urged the secretariat to finalize and print the final report as soon as possible;
4. **Took note** of the results of the workshops held on “Financing Transport Infrastructure” and on “Ports’ Hinterland connections” during the last session of WP.5; **expressed** its support for the work of WP.5 as the analytical body and think tank of the Division, **thanked** the secretariat for its efforts and **approved** its request to extend its annual session from two to three days;
5. **Provided guidance** on the future direction of analytical work in the field of transport;
6. **Took note** of the follow-up activities to the United Nations Conference on Sustainable Development (13-22 June 2012; Rio de Janeiro, Brazil) and **expressed its support** for due consideration of the issue of sustainable transport that is environmentally sound, affordable and safe in the upcoming negotiations in New York on the future Sustainable Development Goals;

7. **Took note** of the UNECE study on air pollutant emissions from diesel engines and measures that could contribute to their reduction, **thanked** the secretariat for this analysis that offers a balanced view of the ongoing debate about the harmful effect of diesel engine exhaust emissions on human health and the environment by providing information about diesel emissions of different economic sectors; **agreed** to extend a period of three weeks for comments and suggestions by Committee member States to the original version of the study; and **made recommendations** on how to achieve this objective;
8. **Welcomed** the completion of the For Future Inland Transport Systems (ForFITS) global project, funded by the United Nations Development Account, and implemented together with all other United Nations regional commissions; in light of the results of this project, its timeliness and relevance for sustainable development, **was of the opinion** that it should be presented to the General Assembly; and **asked** for a volunteer government to take the lead and sponsor such a report;
9. **Welcomed the outcome** of activities undertaken by the Group of Experts on Climate Change impacts and adaptation to international transport networks and its final report; endorsed the main recommendations of the full report¹, according to which effective climate change adaptation strategies should be based on a clear understanding and systematic mapping of the vulnerabilities of the transport sector to climate change and the capacity required to adapt to changes; **urged** the secretariat to complete printing of the final report as soon as possible; **invited** UNECE to strengthen cooperation with, in particular, the United Nations Framework Convention on Climate Change (UNFCCC) and the Global Framework for Climate Services (GFCS) of the World Meteorological Organization; and **requested** WP.5 to consider the extension of the mandate of the Expert Group and the directions of further work, to review the TOR for the extension of the Group's mandate and submit these, at the next session of the Committee, for approval;
10. **Welcomed** the organization of the fourth High-level Meeting on Transport, Health and Environment (4HLM), hosted by the Government of France (14-16 April 2014, Paris); **took note** of the draft outcome document of the 4HLM, the so-called Paris Declaration that will: define THE PEP vision until 2020 including priority goals for action, identify mechanisms to fulfil THE PEP vision, ascertain THE PEP institutional framework and describe procedures to share responsibilities as well as financial and in-kind support for THE PEP; **expressed** its expectations with regard to the outcome of the 4HLM and the future activities of THE PEP;
11. **Took note** of the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session; **took note** of the round table on "Intelligent transport systems in emerging markets – drivers for safe and sustainable growth" that was jointly organized with the International Telecommunication Union (ITU) in June 2013; welcomed the planned participation of UNECE in the symposium on "The Future Networked Car" organized by ITU during the Geneva motor show; **took note** of the next annual flagship round table that will be organized jointly with Belgium in 2014 and will be dedicated to safety enhancements through ITS; and **supported** the initiatives aimed at raising awareness and transfer of knowledge, including on institutional and policy adjustments that are necessary to enable policymakers to better promote the development and application of ITS solutions and policies for improved mobility around the world;
12. **Took note** of the activities in the field of technical assistance and capacity-building; and **supported** the strategy developed for the coming years, including the Special

¹ "Climate Change Impacts and Adaptation for International Transport Networks"

Programme of the Economies of Central Asia (SPECA) Project Working Group on Transport and Border Crossings (PWG-TBC) serviced jointly with UNESCAP; **welcomed** the progress in implementing the UNDA-funded project on customs-to-customs electronic document exchange (ECE/TRANS/2014/8); and **provided guidance** on the main directions for the technical assistance and capacity-building activities of the UNECE Transport subprogramme, as well as on ways to improve fundraising;

13. **Reiterated its support** to the implementation of the Almaty Programme of Action, particularly in advocating accession to and implementation of the transport and border crossing facilitation legal instruments by landlocked countries and their neighbouring countries;

14. **Took note** of the latest inland transport security activities, in particular, the February 2013 session of the Inland Transport Security Discussion Forum that focused on secure parking areas for truck and commercial vehicles and the October 2013 "Rail Security Workshop" that discussed the current security challenges and threats in the rail sector;

15. **Took note** that seven new Contracting Parties acceded to six legal instruments in 2013 and **invited** countries that have not yet done so to accede to the UN conventions and other legal instruments administered by UNECE; **requested** that the secretariat organize a Treaty Day in cooperation with the UN Office of Legal Affairs, Treaty Section in order to promote accession to and more effective implementation of the UN road safety conventions; and **requested** its subsidiary bodies to analyse the relevance of the old Conventions that are still not in force;

16. **Invited** Contracting Parties to consider amending the accession eligibility criteria of concerned international legal instruments to make it possible for all United Nations Member States to take advantage of UNECE-administered transport conventions and agreements; in particular with regard to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR Agreement), the Committee **expressed its satisfaction** about the fact that the Russian Federation, Turkey, Ukraine, and the European Union expressed their support for amending AETR article 14 to make it possible for non-UNECE member States to accede; **encouraged** all those who are involved in the AETR Group of Experts to reach consensus on amending article 22bis as soon as possible;

17. **Noted with satisfaction** that in June 2013, Denmark acceded to the Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR), thus bringing the number of Contracting Parties to eight and **expressed its hope** that more countries would decide to ratify the e-CMR protocol; **requested** its relevant subsidiary bodies, in particular the Working Party on Intermodal Transport and Logistics (WP.24), to draw on the discussions on transport and border crossing issues related to the origin of goods that took place in 2013 under the Working Party on Road Transport (SC.1); it was agreed to exchange information on digital systems to make better use of the existing expertise and legal instruments so as to lead to improvements, strengthen their coherence and reduce the administrative burden;

18. **Expressed its satisfaction** on the appointment of the Trans-European Motorway (TEM) project manager and the Trans-European Railway (TER) project manager and deputy manager; **reiterated its support** of the activities carried out in the TEM and TER projects;

19. **Welcomed** the continued activities in the Euro-Asian Transport Links (EATL) Project, including the workshop organized by UNECE on infrastructure financing on 10 September 2013 in Geneva; **supported** the EATL Work Plan; **encouraged** governments to participate more actively in the activities of the EATL Group of Experts; and **invited** governments and other donors to contribute to the EATL budget preferably on a project

basis; **took note** that the Russian Federation attaches high importance to the project "Construction of a railway line gauge 1,520 mm from Kosice to Bratislava and Vienna" and **called** upon its member States to pay due attention to it within the framework of the EATL project;

20. **Took note** of the ongoing work made by the World Forum for Harmonization of Vehicle Regulations (WP.29) on draft Revision 3 to the 1958 Agreement incorporating the concept of the International Whole Vehicle Type Approval (IWVTA) system and increasing the attractiveness of the Agreement for further accessions, in particular of emerging economies, by allowing the application of previous versions of UN Regulations in a progressive manner; in principle **endorsed** the hosting of a new Database for the Exchange of Type Approval documentation (DETA) within the premises of UNECE;

21. **Welcomed** the progress achieved in support of road safety in 2013, regionally and globally, through activities of the Working Party on Road Traffic Safety (WP.1) and the secretariat organizing several events during the second UN Global Road Safety Week (6–12 May 2013) in cooperation with key partners; **took note** of the outcome of the inaugural "Europe–Asia Road Safety Forum" and a WP.1 session organized in New Delhi in December 2013 in partnership with the Ministry of Road Transport and Highways of India and the Institute of Road Traffic Education, and in collaboration with UNESCAP; and **welcomed** the establishment and work of two new Groups of Experts, one on Road Signs and Signals and the other on Improving Safety at Level Crossings; **took note** of information provided by the Russian Federation on its intention to submit a draft UN General Assembly resolution on global road safety, scheduled for consideration at the meeting of the General Assembly on 10 April 2014 and called member States to actively support this initiative;

22. **Called on** all interested governments to attend a special session of SC.1 on 30 June–1 July 2014 in Geneva to further discuss the draft OmniBus Agreement;

23. **Took note** of the activities of the Working Party on Rail Transport (SC.2) and **expressed** its support for the efforts of SC.2 to increase railways competitiveness and efficiency; **approved** the request of SC.2 to extend its annual session from two to three days;

24. **Welcomed** efforts made in support of the development of unified railway law, in particular, the results of the fifth (4–5 July 2013) and sixth (2–3 December 2013) sessions of the Group of Experts that aimed, in accordance with the Joint Ministerial Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law of 26 February 2013, at preparing a legal framework for rail transport — first to be applied from the Atlantic to the Pacific — with rules similar to those for road, air and maritime transport; **thanked** experts of the Group of Experts and the secretariat for the work done and the developments achieved towards unified railway law;

25. **Took note** of the proposal made by the Russian Federation and supported by several other Governments and national railways, for the development of a new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail; **welcomed** the setting up of an Informal Group of Experts to facilitate further work in this area; **thanked** the Committee of the Organization for Cooperation between Railways (OSJD) for offering to host the first meeting of the informal group in Poland; also **thanked** the Russian Federation for offering to host the second meeting of the informal group; **requested** that the informal group inform the Working Party on Customs Questions affecting Transport (WP.30) and SC.2, who will inform the Committee at its next session on its progress;

26. **Endorsed** the new non-mandatory Code of Practice for Packing of Cargo Transport Units (CTU Code) and **requested** its wide dissemination and application, including translation into the official UNECE languages and the setting-up of a specific website;

congratulated WP.24 and the Group of Experts for the Completion of the CTU Code within a very short time frame and for the effective cooperation with IMO and ILO on this important matter;

27. **Was of the opinion** that multimodal transport is key for sustainable development; and **endorsed** the continuation of the WP.24 cycle of activities around an annual theme, as contained in the WP.24 road map of 2009, with the assistance of the secretariat;

28. **Supported** the strategy and work of the Working Party on Inland Water Transport (SC.3), in close cooperation with River Commissions, towards finalization of a major revision of the European Code for Inland Waterways (CEVNI 5);

29. **Took note of** the continued territorial limitations in the application of the TIR Convention in the Russian Federation that are considered by the majority of the Contracting Parties to the TIR convention as a breach of international obligations; it was **underlined** that the TIR Convention is an important instrument for the economies of its member countries and stressed that it was in the common interest of all Contracting Parties that the Convention in future be applied consistently and in its entirety, and advocated the need for its urgent full and effective application. It **invited** all involved Parties to make all efforts to reach consensus and resolve the current issues. It also **stressed** the need for implementing the recent modifications of the Convention with regard to transparency. The Committee **urged** all Contracting Parties to accelerate efforts to complete and launch the eTIR project bearing in mind that its implementation will not only enhance efficiency of the functioning of the TIR Convention in practice, but it will also ensure more transparency and liability. To that end, the Committee supported the continuation of the eTIR Project and the prolongation of the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to the year 2014. Finally, it **provided guidance** on further actions by WP.30 and the secretariat in improving the functioning of the TIR system;

30. **Supported** the activities of the secretariat, Contracting Parties and the WP.30 to strengthen the Harmonization Convention, 1982. Bearing in mind that WTO negotiations reached consensus on a Trade Facilitation Agreement at the Bali Ministerial Conference in December 2013, the Committee **noted** that the final agreement contains provisions for faster and more efficient customs procedures through effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues. The Harmonization Convention could, therefore, be seen as one of the key building blocks in the effective implementation of the Trade Facilitation Agreement and, for this reason, closer cooperation with WTO in promoting the Harmonization Convention would be welcomed;

31. **Endorsed** the requests by the Working Party on the Transport of Dangerous Goods (WP.15) and the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that the full texts of ADR and ADN — as they would be amended on 1 January 2015, be consolidated and published by the secretariat, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question;

32. **Noted** with interest the status of the work of the RID/ADR/ADN Joint Meeting on telematics (ECE/TRANS/WP.15/AC.1/132, para. 103) and **encouraged** it to continue this work as a pilot project that should be linked to more general work on the development of Intelligent Transport Systems with a view to implementation through the regulatory framework of RID, ADR and ADN by 2019;

33. **Noted** with satisfaction that, within the framework of activities of the RID/ADR/ADN Joint Meeting related to the mandatory reporting on occurrences during inland transport of dangerous goods and to risk evaluation, several governments have

volunteered to enter accident and incident data in a database provided by the Government of France and adapted by the secretariat, and **encouraged** Contracting Parties to RID, ADR and ADN to participate actively in this project with the aim to archive in the secretariat, all relevant data that are essential for decision-making in the process of development of regulatory measures on the basis of risk analysis and assessment;

34. **Noted** with satisfaction that, as requested at the last session, the secretariat had published the road map on how to set up the administrative structures required for implementation of ADR, and **invited** all Contracting Parties to ADR and States interested in acceding to ADR to take account of this road map for ensuring a proper implementation of its requirements;

35. **Noted** that to match the amendment procedure laid down in the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) itself, decisions by the Working Party on the Transport of Perishable Foodstuffs (WP.11) on draft amendments to the ATP are taken by unanimity; further **noted** that there is a need to ensure the proper evolution of the Agreement; **invited** WP.11 to assess whether there is a need to reconsider its decision-making procedure; **urged** Contracting Parties to refrain wherever possible from objections to amendments that hinder the satisfactory development of the Agreement; and **encouraged** WP.11 to consider the possibility of extending the scope of the Agreement, for example by adding an annex which could be applied by Contracting Parties on a voluntary basis;

36. **Adopted** the draft resolution on the 2015 E-Road Traffic Census (ECE/TRANS/WP.6/165, Annex III) and the recommendations to governments related to this census (ECE/TRANS/WP.6/2013/4 and Corr.1) that were adopted by the Working Party on Transport Statistics (WP.6);

37. Also **adopted** the draft resolution on the 2015 E-Rail Traffic Census (ECE/TRANS/WP.6/165, Annex IV) and the recommendations to governments related to this census (ECE/TRANS/WP.6/2013/5) that were adopted by WP.6;

38. **Invited** all its member States to participate more actively in the data collection coordinated by WP.6 through the common questionnaire; in this respect, **encouraged** WP.6 to continue capacity-building activities providing methodological support, in particular to countries of Eastern Europe, Central Asia and South Caucasus;

39. **Encouraged** involved stakeholders to dedicate more resources to the dissemination of the E-Road and E-Rail traffic census results, in particular, as contained in the pan-European map;

40. **Took into account** the results of the Bureau meetings held in 2013 under the Committee's relevant agenda items (ECE/TRANS/2014/21);

41. **Adopted** the 2012–2013 biennial evaluation of the Transport subprogramme (ECE/TRANS/2014/22);

42. **Adopted** its programme of work for the biennium 2014–2015 (ECE/TRANS/2014/23) and the biennial evaluation plan 2014–2015 (ECE/TRANS/2014/24); and **approved** the draft Strategic Framework 2016–2017 for Transport subprogramme (ECE/TRANS/2014/25);

43. **Endorsed** in general the draft work plan for the period 2014–2018 as contained in document ECE/TRANS/2014/26; and decided to establish a two-week period to allow member States to make comments on its substance; **decided** that the final work plan will be appended to the report of the Committee;

44. **Took note** of the information about the publication results in the 2012–2013 biennium and expressed its strong support for the need to strengthen the publication activities of the Transport subprogramme;
45. **Adopted** its schedule of meetings in 2014 and from January to March 2015 (ECE/TRANS/2014/28);
46. **Welcomed** the organization of the fourth meeting of the Chairs of the Committee's subsidiary bodies and **reiterated** its recommendation that such meetings should become a regular feature of the Committee's sessions;
47. **Mandated** its Chair to report the findings of the Committee to EXCOM;
48. **Adopted** the list of main decisions of the seventy-sixth session;
49. **Approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the annotated agenda;
50. **Elected** Mr. Jerzy Kleniewski (Poland) as Chair; Mr. Sergey Andreev (Russian Federation) and Ms Isabelle Paillet (France) as Vice-Chairs, and the following Bureau members for the preparation of its sessions in 2015 and 2016: Mr Takhir Aliev (Uzbekistan), Mr Sergei Dubina (Belarus), Mr. Antonio Erario (Italy), Mr. Björn Oriwohl (Germany), Mr. Bob Oudshoorn (the Netherlands), Ms. Adriana Pacuraru (Romania), Mr. Jean-Claude Schneuwly (Switzerland), Mr. Kristof Schockaert (Belgium), Mr. Roman Symonenko (Ukraine), and Mr. Farid Valiyev (Azerbaijan);
51. **Expressed** its thanks to the ITC Bureau members and to the ITC Chair, Mr. Jerzy Kleniewski, for having guided successfully its discussions in the course of the past two years.
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