



Economic and Social Council

Distr.: General
15 December 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Seventy-eighth session

Geneva, 23–26 February 2016

Item 14 of the provisional agenda

Draft work plan for 2016–2020

Draft Work Plan, 2016–2020

Note by the secretariat

I. Programme activities

1. The Inland Transport Committee (ITC) reviews its programme of work every two years for the following period of four years. At its seventy-sixth session in February 2014, the ITC adopted its programme of work for the period 2014–2018 (ECE/TRANS/2014/26).
2. The draft work plan contained in this document has been prepared by the secretariat on the basis of the programme of work approved by the ITC at its seventy-sixth session and by its subsidiary bodies in the course of 2015.
3. To facilitate comparing the descriptive part of the attached draft programme with the text adopted by the respective subsidiary bodies of the Committee in 2015, the secretariat has, where possible, indicated additional programme elements or elements replacing old text in bold characters while the text proposed for deletion has been struck through.

II. General objectives pursued by the ITC

4. In order to allow a better understanding of the scope of work of the ITC, the general objectives pursued in carrying out the programme of work are outlined below. By pursuing these objectives, the Committee intends:
 - (a) to promote the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport in the ECE region;
 - (b) to further the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and documentation;

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

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

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

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

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

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

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

III. Programme Activity 02.1: Transport Trends and Economics¹

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

Description:

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

Work to be undertaken:

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

A. Continuing Activities

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

Output expected:

Report on transport developments every **2 years (2016)**. Priority: 2

2. Periodical review of new important policy developments **or of new topical issues** relating to inland transport in UNECE member countries in order to make the medium- and long-

¹ Throughout this document, text struck through refers to text proposed for deletion; text in bold characters indicates newly proposed text.

term evolution of transport more transparent **but also in order to further facilitate discussions and analysis of these issues that might lead to future concerted actions possibly with other working parties.** The Working Party will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport and **will** take into account the findings arrived at during international meetings focusing on salient issues of transport development.

Output expected:

Reports on developments in inland transport of member countries (every **two** years; next report: **(2016)**. Priority: **2**

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

Output expected:

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

4. Study of the interrelationship of the UNECE Agreements (AGR, AGC, AGTC and its Protocol, AGN) and the UNECE projects (TEM, TER **and** EATL) with the Pan-European transport network planning procedure with a view to:
 - (a) indicating the major international transport routes to be considered for improvement and modernization, establishing priorities and a timetable taking into account those parts of the networks where there are bottlenecks and missing links;
 - (b) assessing the cost of this infrastructure plan and making suggestions for financing it.

Output expected:

Preparation of a biannual report **or workshop or set of presentations** on coherent European system of international transport infrastructure. Priority: 1

5. Implementation of Phase III of the Euro-Asian transport links work under the related expert group, as well as continuation of co-ordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analyzing economically viable inland transport options; examining non-physical obstacles and facilitating international transport along EATL routes; collecting transport flows data in the EATL region; strengthening national capacities; sharing experience and best practices along the Euro-Asian transport routes; and further developing and updating the Geographic Information System (GIS) database.

Output expected:

Final Report on Euro-Asian transport links Phase III (within 2015). **Possible continuation of the work beyond 2015 if experts have not finalized their final report during 2015.**

Priority: 1

6. Financing schemes of transport infrastructure

Output expected:

Report on national experiences

Priority: 1

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

the Quality-of-Service concept). **Concerted actions towards the benchmarking of transport infrastructure construction costs.**

Output expected:

Report on the **benchmarking of transport infrastructure construction costs**

Priority: 2

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

Priority: 2

9. Assistance regarding institutional adaptation of government administration and of transport enterprises to market economy. This also includes support through the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).²

Output expected:

Annual report for information

Priority: 1

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

Output expected:

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

Priority: 2

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

Priority: 3

11. **Review on a regular basis of the developments in urban mobility and transport, including public transport and particularly, the inter-linkages between urban, regional, national and international transport networks and services.**

Priority: 2

B. Activities of a limited duration

1. **Work on adaptation aspects of Climate Change and Transport under the continuation of the Group of Experts on climate change impacts and adaptation for transport networks and nodes.**

Duration: two years (2015–2017)

Output expected:

Report of policy-oriented recommendations that aim to improve the long-term sustainability of international transport in areas such as: infrastructure, risk-assessment methodology, evaluation of adaptive measures, risk management, training

² A detailed list of subjects is circulated in document TRANS/1999/11.

tools, and cross-border information sharing by national transport authorities. **Priority 1**

2. **Work on benchmarking of transport infrastructure construction costs under the establishment of a new group of experts on benchmarking transport infrastructure construction costs.**

Duration: two years (2015–2017)

Output expected:

Report on models, methodologies, tools and good practices that identify and evaluate transport infrastructure construction costs; on a glossary of agreed terminologies and related explanations as well as on data that benchmarks different transport infrastructure costs along the ECE region. **Priority 1**

IV. Programme Activity 02.2: Road transport (Trans-European network for motorways (TEM) Project)

Description:

The Working Party on Road Transport (SC.1) promotes the development and facilitation of international transport by road—of goods and passengers—by harmonizing and simplifying the rules and requirements to which such transport is subject to. To meet this objective, SC.1 draws up, manages and updates international legal instruments. SC.1 is also a parent body to technical expert groups such as those concerning the digital tachograph rules or transport of passengers by coach and bus. It also draws up non-binding recommendations and best practices in international road transport such as Consolidated Resolution on the Facilitation of International Road Transport (R.E.4). Finally, SC.1 promotes the third party motor liability insurance law (Green card system).

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

Continuing Activities

- (a) Implementation and amendment of the European Agreement on Main International Traffic Arteries (AGR)

Priority: 1

Description:

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

Output expected:

- Development and adoption of amendments to the AGR including, if and when deemed necessary, new E-roads.
- Development of AGR standards which have the purpose of enhancing road safety, environmental protection and energy saving.

- Preparation and adoption of any necessary amendments to the AGR regarding the provisions on road safety audits and possibly on security.
- Monitoring the implementation of AGR standards along the E-Roads network.
- Preparation and dissemination of a questionnaire concerning implementation of AGR standards.

(b) Trans-European North-South Motorway (TEM) Project

Priority: 2

Description:

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

Output expected:

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

(c) Harmonization of requirements concerning international road transport and facilitation of its operations

Priority: 1

Description:

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

Output expected:

- Identification and execution of the necessary steps in order to ensure effective implementation of the European Agreement on the Work of Crews of Vehicles engaged in International Road Transport (AETR) and particularly of the provisions on the digital tachograph.

Priority: 1

- Working towards the objective of the successful implementation of the provisions concerning the regulation of driving times and rest periods for professional drivers by the Contracting Parties.

Priority: 1

- Consideration of questions concerning the Green Card International Motor Insurance System, including encouraging and facilitating membership to the Green Card System as well as considering possibilities for the establishment of a similar

international motor insurance system for countries beyond the area covered by the Green Card System.

Priority: 2

- Development of proposals to promote the harmonization of fiscal and other measures in order to avoid any discriminatory practices in international road transport.

Priority: 2

Activities of limited duration

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

Priority: 2

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

Priority: 1

Output expected:

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

- (f) More effective implementation of transport-related UNECE agreements and conventions.

Priority: 1

Output expected:

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

- (g) Group of Experts on the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

Priority: 1

Output expected:

To examine and assess the problematic aspects of implementing the Agreement and to develop proposals for their solution. These include the questions relating to the prevailing

legal instrument, third country rights and obligations under the agreement, the relationship between the Agreement and the European Union parallel/coinciding legislation, the matter of art. 22bis and the difficulties related to the implementation of the digital tachograph.

V. Programme activity 02.3: Road Traffic Safety

Description:

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

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

Continuing Activities

- (a) Encouraging accession to and effective implementation of the 1949 and 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1971 European Agreements supplementing them and the Protocol on Road Markings, and elaboration of amendment proposals to these legal instruments with a view to strengthening and harmonizing road safety standards.

Priority: 1

Output expected:

- Consideration and/or adoption where appropriate of new amendment proposals to the above instruments concerning, inter alia, the relationship between the Convention on Road Traffic, 1968 and UNECE Vehicle Technical Regulations such as autonomous driving.
- Dissemination of the consolidated versions of the Conventions on Road Traffic and on Road Signs and Signals, 1968, in all official United Nations languages.
- Dissemination of the published Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2).

Priority: 1

- (b) Publication of the two resolutions in an attractive and modern format and wide dissemination, with priority to the UN Regional Economic Commissions;

Priority: 3

- (c) Definition and implementation of a well-functioning implementation monitoring mechanism for the Conventions on Road Traffic and on Road Signs and Signals, 1968.

Priority: 1

- (d) Definition of a mechanism of inquiry with the Contracting Parties to the Convention on Road Traffic, 1949, in order to identify their possible difficulties in ratifying acceding to and implementing the 1968 Conventions and design support measures for the Contracting Parties to be in a position to overcome such difficulties.

Priority: 1

- (e) Further promotion and strengthening international, national and regional cooperation amongst competent authorities involved in road traffic safety, within the framework of the Decade of Action for Road Safety (2011-2020), proclaimed by UN General Assembly resolution 64/255 of March 2010. To this end, continue to make full use of the findings of the project "Improving global road safety: setting regional and national road traffic casualty reduction targets", funded by the United Nations Development Account, as well as all ongoing Road Safety studies and those undertaken in the previous years.

Priority: 1

- (f) Exchange of information on national road safety programmes, in particular taking into account means and mechanisms of financing of road safety activities, under the Decade of Action for Road Safety cluster of activities.

Priority: 1

- (g) Exchange of information on road safety regulations and requirements in force in member States and circulation of such information.

Priority: 2

Output expected:

An updated set of tables reflecting current national road traffic safety requirements, national legal instruments and national methods of training and follow-up for categories A and B driving licences. Possible addition of new tables dealing, for example, with complementary safety equipment required on board vehicles as well as issuance of information regarding road safety campaigns conducted by member countries.

- (h) Assisting countries in transition and developing countries in the establishment of sound and up-to-date traffic safety practices and procedures.

Priority: 2

Output expected:

Replies to requests for technical assistance from other regional commissions or their member countries.

- (i) Encouraging the establishment by Economic Commission for Africa (ECA), Economic and Social Commission for Western Asia (ESCWA), Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic Commission for Latin America and the Caribbean (ECLAC) of Regional Road Safety Groups, (following working structures similar to those of WP.1), aimed at bringing member States closer and improving collaboration between all the road safety stakeholders in their respective regions.

Priority: 3

- (j) Considering the development of a draft legal instrument on road traffic safety, open to worldwide participation, covering actual and measurable needs, that are not currently dealt with by other (existing) instruments.

Priority: 2

- (k) Consideration of selected timely topics related to road safety in the form of an in-depth discussions based on papers prepared by experts and undertaking appropriate follow-up

action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety in view of the increased demand for road safety solutions under the UN Decade of Action for Road Safety and the Goals 3 and 11 of the 2030 Sustainable Development Agenda.

Priority: 1

Activities of limited duration

- (l) Regular and coordinated organization of high visibility/ high impact road safety campaigns and events aimed at awareness raising, with the cooperation of member States and other international and regional governmental and non-governmental organizations.

Priority: 1

- (m) The work of the Group of Experts on Safety at Level Crossings and of the Expert Group on Road Signs and Signals.

Priority: 1

Outputs Expected:

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

Description, analysis and better understanding of the issues related to uniform interpretation and a more effective implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals.

- (n) Encouraging Contracting Parties to UNECE Conventions from outside the UNECE region to attend WP.1 and participate actively in the activities of the United Nations Road Safety Collaboration.

Priority: 1

- (o) Encouraging additional countries outside of the UNECE region to accede to the UNECE road safety conventions.

Priority: 1

- (p) Revision of the current terms of reference and rules of procedures.

Priority: 1

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

02.4.1. Regulations for the construction of vehicles

Priority: 1

Description: The World Forum for Harmonization of Vehicle Regulations (WP.29) with the assistance of its six subsidiary Working Parties (Working Party on Noise (GRB), Working Party on Pollution and Energy (GRPE), Working Party on Lighting and Light-signalling (GRE), Working Party on Brakes and Running Gear (GRRF), Working Party on General Safety Provisions (GRSG) and Working Party on Passive Safety (GRSP), will develop regulations and recommendations for motor vehicles, their equipment

and parts and harmonize and update the existing ones, including the relevant activities aimed at improving road transport safety, saving energy, taking into account the protection of the environment as well as eliminating technical barriers to trade of road vehicles.

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

Continuing activities

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

- (i) General safety and anti-theft provisions.
- (ii) Pollution and energy.
- (iii) Brakes and running gear.
- (iv) Lighting and light-signalling.
- (v) Noise.
- (vi) Passive safety.

Output expected at the end of 2015:

Under the 1958 Agreement: Adoption of four new UN Regulations; Adoption of 75 amendments to existing UN Regulations.

Under the 1998 Agreement: Implementation of an action plan for listing two technical regulations in the Compendium of Candidates to become UN GTRs; Development of new UN GTRs; Establishment of two new UN GTRs in the Global Registry.

Priority: 1

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

Output expected by the end of 2015:

Adoption of two amendments to the existing Resolutions

Priority: 1

02.4.2. Rules on Periodical Technical Inspection of vehicles

Description: The World Forum WP.29, assisted by its six subsidiary Working Parties, will update the two UN Rules for periodical technical inspections of wheeled vehicles with respect to their environmental and safety performance

and for the reciprocal recognition of the results of such inspections.

Work to be undertaken: By the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSB and GRSP)

Priority: 1

Continuing activities

(c) In the framework of the "Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections" (1997 Agreement), the World Forum will consider the update of UN Rules Nos. 1 (emissions) and 2 (safety) to extend their scope and to strengthen their requirements.

Output expected at the end of 2015

Consideration of draft amendments to UN Rules Nos. 1 and 2

Priority: 1

Activities of limited duration

(d) Update of the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" (1958 Agreement), including the development of a system for the International Whole Vehicle Type Approval (IWVTA) of motor vehicles and their trailers in the framework of the 1958 Agreement.

Output expected at the end of 2016:

Adopt/Continue consideration of the amendments to the Agreement including the IWVTA system.

Priority: 1

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

Output expected at the end of 2016:

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

Priority:
[1/2]

VII. Programme activity 02.5: Rail Transport

02.5.1 Rail transport infrastructure

Priority: 1

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

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

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

Continuing activities

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

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

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

Output expected: A report on the coherence of the AGC and EU rail infrastructure standards (20145).

B. Studies in railway infrastructure

Description: Study of the railway investment projects and their management.

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

Continuing activities

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

Output expected: Report on investment in rail infrastructure ~~and railway rolling stock~~ in member countries **and on good and/or innovative practices on financing rail infrastructure.** (20145).

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

Output expected: Reports on the progress of railway reforms in the UNECE region (20145, 20167).

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

Priority: 21

Output expected: **Development and maintenance of the International Observatory on Rail Security (online tool).** Review of the current situation and prospects for the development of new recommendations. (20145).

(d) Participation in or monitoring of different rail projects and initiatives that will take place along Euro-Asian transport corridors. Priority: 2

Output expected: Report or publication on current and new initiatives (20145, 20156).

Activities of a limited duration

(e) Biannual survey on passenger and goods traffic on the AGC network in order to provide support for transport planning; the next survey is to be based on data for 20134.

Priority: 2

Output expected: Rail census in 20135.

C. Special project: Trans-European Railway

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

Work to be undertaken:

Continuing activities

(a) Report on specific project developments to promote international rail traffic and especially the development of high-speed trains. Priority: 1

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

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

Output expected: Annual progress report.

D. Interregional Cooperation

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

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

Priority: 3

02.5.2 *Harmonization of requirements concerning international railway transport including railway legal regimes (Unified Railway Law), rail safety, security and facilitation of its operations* Priority: 1

Description:

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

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

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

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

(e) Consideration of prospects for the adoption of legal regulations applicable to the contract for the transport of passengers by rail so as to establish a standard legal system.

(f) Unification of international railway law with the objective to allow rail carriage under a single legal regime from the Atlantic to the Pacific (Unified Railway Law) and harmonization of requirements concerning international railway transport including rail safety, security and facilitation of its operations. Elaboration of a unified set of transparent and predictable provisions and legal rules for Euro-Asian rail transport operations in all

countries concerned that would facilitate border crossing procedures, particularly for transit traffic.

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

Continuing activities

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

Priority: 1

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

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

Priority: 1

Output expected: Guidance report to facilitate application of Annex 9 on rail transport of the International Convention on the Harmonization of Frontier Controls of Goods (1982) (20145).

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

Priority: 2

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

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

Priority: 1

Output expected: Report on safety and security and implementation of risk assessment techniques in rail transport in the UNECE region. (20145, 20156).

Activities of a limited duration

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

Priority: 2

Output expected: Biannual report on the development of railway productivity in member countries. (20146).

VIII. Programme activity 02.6: Inland Waterway Transport

A. Inland waterway infrastructure

Priority: 1

Description: Development of a coherent navigable waterway network in Europe.

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

1. Continuing activities

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

Output expected:

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

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

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

Output expected: Preparing every five years a revised version of the Blue Book. Next revised version is scheduled to be published in 2016.

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

Output expected: ~~Publication every five years of the Update of the Map of European Inland Waterways. Next revised version~~ **revision** is scheduled to be published in ~~2016~~ **2018–2019 biennium**.

2. Activities of a limited duration

None.

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

Description:

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

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

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

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

1. Continuing activities

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

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

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

Output expected:

(i) Regular publishing of a White Paper on inland navigation to inform general public about advantages of transport by inland waterway and issues in its development. **Preparation of a status document on the White Paper in the next biennium;**

(ii) Drafting a summary on recent developments in the field of inland navigation in member Governments once every two years. Next summary is scheduled to be published in ~~2014~~ **2016;**

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

(iv) Consideration of the questions of financing of inland waterway development (basic aspects of possible distribution of cost among beneficiaries as well as the main economic indicators for such infrastructure development).

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

Output expected:

(i) Updating Resolution No. 61 with due regard, in particular, to the provisions in force within the European Union and River Commissions.

(ii) Promotion of Chapter 20 B of Resolution No. 61 on technical prescriptions for river-sea navigation vessels as a practical instrument, effectively applied by member States in promoting inland water and intermodal transport.

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

Output expected:

(i) Promoting harmonized pan-European standards on the issuance of boatmasters' certificates on the basis of the revised Recommendations on Minimum Manning Requirements for the Issuance of Boatmasters' certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (~~annex to~~ Resolution No. 31) with due regard, in particular, to the provisions in force within the European Union and River Commissions;

- (ii) Addressing the need for modernization of the professional requirements in inland navigation and considering practical modalities for cooperation between SC.3, the European Union, River Commissions and other stakeholders in this area.
 - (iii) ~~Elaboration of a harmonized procedure for consideration of applications for recognition of ship's certificates and boatmasters' licences with the aim of ensuring a general and non-discriminatory approach to this consideration;~~ **Prepare proposals aimed at further harmonizing mutual recognition and modernization of professional qualifications in inland navigation at the pan-European level;**
 - (iv) ~~Consideration of the possibility of developing an all-European uniform Riverfarers' identity Document taking into account the relevant activities of River Commissions;~~ **Harmonizing minimum manning requirements for each type of vessel, and provide a description of required competencies for crew members based on new generations of inland navigation vessels and equipment;**
 - (v) Rationalization and unification to the extent possible and, in cooperation with River Commissions, of the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their skill in coning vessels on those stretches. ~~Consideration, with the participation of shipping companies, of the harmonization of crew members' job profiles;~~
 - (vi) Consideration, jointly with River Commissions, of the establishment of a European network aiming at the facilitation of exchanges on national educational programmes and vocational training in inland navigation.
- (e) Monitoring the application and updating of the European Code for Inland Waterways (CEVNI) and the provisions concerning Signs and Signals on Inland Waterways (SIGNI) to ensure a high-level of safety in international traffic. Priority: 1

Output expected:

- (i) Promoting **the introduction of the fifth** ~~fourth~~ revised edition of CEVNI as a basis for harmonized navigation rules in the UNECE region in close cooperation with River Commissions and ~~preparing the next revision~~ **collecting information on the CEVNI status and a list of national and regional deviations from CEVNI for updating Chapter 9 of CEVNI** and ~~the preparation of the next revision of the Code;~~
- (ii) Promoting the second revised edition of SIGNI;
- (iii) Assisting Governments and River Commissions to identify and reduce, if possible, the difference between the CEVNI rules and the national/regional legislation.
- (f) Elaboration of requirements for the prevention of pollution from vessels with a view to protecting the environment from pollution, noise and vibration originating from shipping. Priority: 2

Output expected:

- (i) Promoting the revised Resolution No. 21 on the Prevention of Pollution by Inland Navigation Vessels; and consideration of measures aimed at preventing air pollution by inland navigation vessels;
- (ii) ~~Regular revision, in cooperation with EC and River Commissions, the environmental standards taking into account the technological progress and the ever-increasing demand for the protection of the environment.~~ **Adoption of a new**

section 8-4B of Resolution No. 61 introducing new requirements concerning equipment for treatment of domestic waste water;

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

Output expected:

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

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

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

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

Output expected: Maintenance of texts and technical annexes of the following Resolutions:

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

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

(iii) No. ~~60~~ **79** — International Standards for Notices to Skippers **and No. 80 – International Standards** for Electronic Ship Reporting in Inland Navigation;

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

2. Activities of a limited duration

(i) Collecting information from member States on—undertake a detailed analysis of application of International Conventions in member States as well as consultations with the EC, river commissions, European institutions engaged in vessels registration and legal matters in order to understand the workings of the Convention and to identify where, if any, improvements could be made to it. Member States are invited to consider whether this would be an appropriate approach going forward and how this should be implemented.

(ii) Following a more detailed intelligence gathering exercise where information would be provided to the Working Party, the Contracting Parties to the Convention are invited to consider whether an update of the Convention is required. ~~—Following the developments relating to the possible accession of Central and Eastern European countries to the Strasbourg Convention on the Limitation of Liability in Inland Navigation (CLNI) of 1988 with a view to deciding whether this may ensure the establishment in Europe of a unique regime of liability of owners of inland navigation vessels.~~ Priority: 3

(ji) Consideration of upgrading the status of Resolutions Nos. 61 (Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels), 24 (European Code for Inland Waterways) and 31 (Recommendations on boatmasters' licences) including their possible conversion into binding instruments with a view to providing, inter alia, for reciprocal recognition by its Parties of ship's certificates and crew members' licences issued on their basis. Priority: 23

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

(kj) Assisting Governments and River Commissions in facilitating transport of disabled people. Priority: 2

Output expected: Promotion of the revised Resolution No. 25 69 on Guidelines for Passenger Vessels also suited for carrying Persons with Reduced Mobility.

IX. Programme activity 02.7: Transport of Dangerous Goods

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

Description:

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

Work to be undertaken:

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

Continuing activities

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

Output expected:

Adoption of a set of draft amendments to Annexes A and B of ADR by the end of 2017 for entry into force on 1 January 2019, and by the end of 2019 for entry into force on 1 January 2021.

Publication of revised consolidated editions of ADR in 2016, 2018 and 2020.

Priority: 1

(b) Consideration of proposed amendments relating expressly to the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) and pertaining to administrative and technical questions concerning their implementation, in order to ensure the necessary updating of

those provisions and the introduction of a uniform, harmonized and coherent system for the regulation of the national and international transport of dangerous goods by inland waterway throughout Europe (Continuing) (WP.15/AC.2).

Output expected:

Adoption of a set of draft amendments to the Regulations annexed to ADN in 2016, 2018 and 2020 for submission to the ADN Administrative Committee.

Publication of revised consolidated editions of ADN in 2016, 2018 and 2020.

Priority: 1

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

Output expected:

Adoption of draft amendments to ADR, RID and ADN by the end of 2017 for entry into force on 1 January 2019 and by the end of 2019 for entry into force on 1 January 2021.

Priority: 1

X. Programme activity 02.8: Transport, Health and Environment³

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

Priority: 1

Description:

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

The programme focuses on activities to assist Member States in implementing the Paris Declaration adopted by the Fourth High-level Meeting on Transport, Health and Environment (14–16 April 2014), with a particular focus on sustainable urban transport solutions in the Russian Federation and in EECCA and SEE countries. The priority goals for the programme are: (a) sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport; (b) sustainable mobility and promotion of a more efficient transport system; (c) reduced emissions of transport-related greenhouse gases, air pollutants and noise; (d) promotion of policies and actions

³ The current programme of work, decided upon at the third High-level Meeting on Transport, Health and Environment, is in line with that included into the UNECE Committee on Environmental Policy.

conducive to healthy and safe modes of transport; and (e) integration of transport, health and environmental objectives into urban and spatial planning policies.

Implementation of THE PEP work programme is undertaken by means of four implementation mechanisms stipulated in the Paris Declaration. The Fifth High-level Meeting shall be convened in 2019 in Vienna, Austria to review THE PEP priority goals and its work plan and to plan future activities.

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

Work to be undertaken:

(a) Implementation of THE PEP work plan (2014-2019) focusing on the following measures:

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

Output expected:

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

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

Output expected:

Documentation for and annual report of THE PEP Steering Committee.

XI. Programme activity 02.09: Intermodal transport and logistics

Description:

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

Work to be undertaken:

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

A. Continuing activities

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

Priority: 1

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

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

Priority: 1

Output expected: Exchange of experiences and good practices in intermodal transport operations and policies, addressing also infrastructure and border crossing questions and preparation of advice on technical and policy measures. **Analysis of the freight forwarders market, and guidance for national freight and logistics masterplans to facilitate the promotion of efficiency in the sector.** Organization of theme discussions as part of the annual sessions of the Working Party to strengthen its role as a pan-European forum for Governments and industry experts and to make better use of its interdisciplinary and interregional features **by focusing the discussions of topics that are of interest to UNECE member States.**

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

Priority: 1

Output expected: Reports on national policy measures to promote intermodal transport on an internationally comparable basis. **Regular updating of the online database on national**

intermodal policies following the receipt of responses to the questionnaires that are to be sent out in 2018. Monitoring the use of and, if necessary, preparation of implementation procedures for the “model” action plans and partnership agreements for the development of intermodal transport prepared by the Working Party and adopted by the ECMT Council of Ministers (2005) and the Inland Transport Committee (2006).

4. Peer reviews on technical, institutional and policy aspects for efficient intermodal transport. Priority: **1**

Output expected: ~~Based on~~ **Preparation of** peer reports prepared by selected experts, consideration of the results of the peer reviews **of national intermodal transport markets and related installations** and its conclusions.

5. Analysis of the consequences on the organization of intermodal transport in Europe resulting from the development of intermodal transport services on interregional rail links between Europe and Asia, including the Trans-Siberian railway, and vice versa. Priority: **2**

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

6. Monitoring and exchange of best practices on new concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with Resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993. This includes consideration of possibilities for standardization of loading units and the compliance with safety regulations. Priority: **2**

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

7. Analysis of technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling procedures of loading units **through an understanding of technological developments in the field.** Priority: **2**

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

8. Consideration of possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context. Priority: **2**

Output expected: Analysis of relevant activities undertaken by international organizations, particularly UNCITRAL and UNCTAD relating, in particular, to the Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea (Rotterdam Rules) and, if appropriate, preparation of a draft legal instrument for multimodal land transport covering the UNECE region.

9. Analysis of modern transport chains and logistics that allow for an integration of production and distribution systems providing a rational basis for Governmental decisions on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures and taking into account transport safety and security requirements.
Priority: 2

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

10. Monitoring and reports by the secretariat on behalf of the Working Party on the following subjects for consideration by the Working Party upon specific request only:

(a) Updating and review of the international glossary of terms used in intermodal transport, including logistical aspects;

(b) National approval procedures for containers and swap-bodies in the framework of relevant conventions, such as the CSC Convention, with a view to better harmonizing such procedures;

(c) New services and technologies in intermodal transport, including sea/inland waterways and sea/land interfaces with a view analysing their impact on intermodal policies;

(d) Analysis of economic and environmental aspects of intermodal transport, including administrative measures and activities of the transport industry, with a view to promoting sustainable transport development;

(e) Review and update of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code).
Priority: 2

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

XII. Programme activity 02.10: Customs questions affecting transport

Programme activity 02.10: Customs Questions affecting Transport

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

Description:

(a) Preparation and implementation and, where appropriate, review and modification of international legal instruments.

(b) Simplification and harmonization of administrative formalities, documents and procedures.

Work to be undertaken: WP.30 will pursue the following activities:

A. Continuing activities

- 1. Review of relevant conventions and agreements on border crossing facilitation under the auspices of the WP.30, in order to ensure their relevance and proper implementation, as well as coherence with other international or subregional treaties and to keep them in line with modern transport and border control requirements.**

Priority: 1

Outputs expected:

- Analysis of the application of the following United Nations Conventions on border crossing facilitation: TIR Convention 1975; International Convention on the Harmonization of Frontier Controls of Goods 1982 (Harmonization Convention); Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles;
 - Further increasing the sustainability of the TIR Convention by developing amendments, comments and/or examples of best practice with the aim to improve communication between the competent authorities, TIR guarantee chain and intergovernmental bodies as well as to raise transparency in the settlement of disputes;
 - Consideration, in cooperation with the Working Party on Rail Transport (SC.2), of a new draft Convention to facilitate the crossing of frontiers for passengers and baggage carried by rail.
- 2. Promotion of the possible extension of relevant UN Conventions on border crossing facilitation to other regions, particularly relating to legal and administrative aspects.**

Priority: 2

Output expected:

- Preparation and organization of regional and/or national workshops, possibly in cooperation with other relevant UN Regional Commissions and international organizations such as Economic Cooperation Organization (ECO), Organisation for Economic Cooperation and Development (OECD), etc. on the implementation of relevant UN Conventions on border crossing facilitation, in particular in Asia, North Africa, the Middle East and South America.
- 3. Study of Customs questions with a view to simplifying Customs formalities and documents in the field of transport, in particular, taking account of the possibility of electronic data interchange solutions.**

Priority: 1

Output expected:

- Draft a set of legal provisions to address computerization of the TIR procedure (eTIR project), consider attributing legal status to the eTIR Reference Model, host the eTIR international system under the auspices of the United Nations while making use, to the extent possible, of off the shelf solutions for its establishment, maintain and regularly update the eTIR Reference Model and identify possible funding mechanisms for the eTIR Project;
- Monitoring the implementation of the functioning of various national and international TIR-related electronic data interchange (EDI) systems;

- Finalize proposals to further accommodate facilities such as authorized consignor and consignee within the context of the TIR Convention, and draft new proposals such as, for example, the maximum level of guarantee per TIR carnet, expansion of the intermodal use of the TIR Convention, etc.

4. **Study of specific legal, as well as other measures to combat fiscal fraud resulting from simplified Customs and other border crossing procedures, such as the TIR regime, including periodical reviews of the status of implementation of resolution No. 220 (prevention of the abuse of Customs transit systems by drug smugglers). Setting-up mechanisms and administrative procedures for the regular exchange of information with other Governmental and non-governmental organizations to combat such fraud.**

Priority: 2

Outputs expected:

- Preparation of adequate instruments and measures to improve international cooperation among Contracting Parties to the TIR Convention, 1975 and concerned national and international organizations to prevent fraud;
- Exchange of intelligence among Customs authorities of Contracting Parties to relevant UNECE Conventions on border crossing facilitation on abuses with a view to identifying measures to combat such occurrences.

5. **Analysis of difficulties encountered with border crossing formalities so as to develop administrative procedures eliminating such difficulties. The analysis would cover health, phytosanitary, veterinary and quality controls, application of standards, public safety controls, etc., including the promotion of implementation and extension of the scope of the International Convention on the Harmonization of Frontier Controls of Goods of 1982 (Harmonization Convention).**

Priority: 1

Outputs expected:

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

B. Activities of a limited duration

6. **Finalize amendment proposals to the TIR Convention aimed at, inter alia, transparency, introducing flexibility into the TIR guarantee system as well as further securing the payment of claims by national associations and the international guarantee chain, and adopt the Terms of Reference and Rules of Procedure of the Working Party.**

Priority: 1

7. **Adopt the Protocol to facilitate the electronic exchange of TIR related data within the context of the TIR Convention prior to the finalization and entry into force of the legal provisions introducing eTIR.**

Priority: 2

8. Renew the UNECE and IRU Agreement as of 1 January 2017. Priority: 2

XIII. Programme activity 02.11: Transport of perishable foodstuffs

Harmonization of regulations and standards relating to the international transport of perishable foodstuffs and facilitation of its operation Priority: 2

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

Work to be undertaken:

Continuing activities

(a) Consideration of amendment proposals to ensure the ATP is updated in line with technical progress as necessary. Priority: 1

Output expected by the end of 2017: Entry into force of amendments to the annexes to ATP and issuance of the consolidated text of ATP as a United Nations sales publication.

(b) Exchange of information on the implementation of ATP in accordance with article 6. Priority: 1

Output expected by the end of 2016: Increased number of replies to the questionnaire on the implementation of ATP.

(c) Keeping informed of progress made in the development of standards dealing with the same issues covered by ATP. Priority: 2

Output expected by the end of 2016: Understanding the impact of the new standards on the ATP and how they could benefit the ATP.

(d) Consideration of developments in new refrigerants and insulating materials used for the carriage of perishable foodstuffs. Priority: 2

Output expected by the end of 2018: Contribution to the exchange of information on ways to reduce the environmental impact of ATP equipment.

(e) Consideration of the work of the IIR sub-commission on refrigerated transport. Priority: 1

Output expected by the end of 2016: Support for the work done by the IIR sub-commission and benefitting from its prior consideration of technical proposals transmitted to WP.11.

(f) Updating of the ATP Handbook Priority: 1

Output expected by the end of 2016: Ensure the regular updating of the ATP Handbook with the aim of aiding interpretation, harmonization and application of the ATP.

(g) Cooperation with regional economic integration organizations on issues relating to ATP Priority: 2

Output expected by the end of 2017: To develop contacts with regional economic integration organizations in areas relating to ATP.

- (h) Review of activities on the transport of perishable foodstuffs Priority: 2

Output expected by the end of 2016: Use of the biennial evaluation to identify areas for improvement in the work of WP.11.

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

Output expected by the end of 2016: Raising awareness of the benefits of ATP and attracting new Contracting Parties.

Activities of a limited duration

- (j) Consideration of the introduction of a definition of perishable foodstuffs in the ATP Handbook Priority: 1

Output expected by the end of 2016: Consensus on a definition.

- (k) Consideration of amendment proposals relating to multi-compartment multi temperature equipment Priority: 1

Output expected by the end of 2016: Adoption of a testing procedure and distinguishing marks for in-service multi-compartment multi-temperature equipment.

- (l) Revision of annex 1, appendix 1 of the ATP with a view to improving its logic and clarifying its provisions Priority: 1

Output expected by the end of 2018: Agreement on the revision of annex 1 appendix 1.

- (m) Exclusion of curtain-sided bodies under the ATP Priority: 1

Output expected by the end of 2016: Entry into force of provisions banning such equipment and of the transitional measures to phase them out.

- (n) Discussion regarding the K values specified in the ATP for in-service equipment and the influence of ageing on K values Priority: 2

Output expected by the end of 2018: Consensus on whether a compromise is possible between the different positions on this subject.

- (o) Consideration of the possibility of extending the monitoring of air temperature to the carriage of chilled foodstuffs Priority: 1

Output expected by the end of 2016: Possible consensus on the proposal.

- (p) Consideration of proposals relating to the testing of equipment and appliances including in-service non autonomous equipment, equipment used for both cooling and heating and thermal appliances working on liquefied gas Priority: 1

Output expected by the end of 2017: Entry into force of amendments to the ATP.

(q) Consideration of the revision of the class temperatures of ATP equipment taking into account other standards and regulations on foodstuffs Priority: 2

Output expected by the end of 2016: Possible adoption of new temperatures.

(r) Consideration of ways to measure the external surface area of panel vans with the aim of standardizing the testing of their K values Priority: 1

Output expected by the end of 2017: Entry into force of an amendment to the ATP.

(s) Consideration of a possible revision of the decision making procedures of WP.11 Priority: 1

Output expected by the end of 2016: Consensus on the need to revise the decision-making procedures.

XIV. Programme activity 02.12: Transport statistics

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

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

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

1. Continuing activities

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

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

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

- Statistics on road traffic (vehicle-km);
- Statistics on the transport of dangerous goods;
- Statistics on transport to and from seaports and inland waterways ports (hinterland connections);
- Statistics on high speed rail transport.

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

(b) Prepare and publish the following publications:

(i) UNECE Transport Statistics for Europe and North America;

(ii) Statistics of Road Traffic Accidents in Europe and North America (RAS);

- (iii) “Flyer(s)” on selected transport indicators;
- (iv) Maps and data on E-Road traffic census;
- (v) Maps and data on E-Rail traffic census.

Output expected: Publication of UNECE Transport Statistics for Europe and North America, RAS and Handbook of Transport Statistics; Circulation of Questionnaires and receipt of data from member Governments for UNECE Transport Statistics for Europe and North America. Preparation of 2015 E-Road and E-Rail traffic censuses (2016). Publishing the first results of 2010 E-Road (2017) and E-Rail traffic censuses (2018) Priority: 1

B. 02.12.2 Methodological work in transport statistics Priority: 1

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

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

1. Continuing activities

(a) Harmonize methodology on road safety data

Output expected: Increased of comparability of definitions used for "killed", "injured" and "seriously injured". Harmonization of methodology for data related to the accidents under influence of drugs and alcohol. Improvement of data quality for types of collision Priority: 1

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

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

(c) Statistics related to transport of dangerous goods

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

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

Output expected: Development of supplementary questionnaires as decided by the Intersecretariat Working Group on Transport Statistics (IWG) and WP.6; preparation of

meetings of IWG; preparation of draft amendments to the fourth edition of the Glossary for Transport Statistics
Priority: 2

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

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

2. Activities of limited duration

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

Output expected: Organization of workshops on the Web Common Questionnaire (2016 and 2017)
Priority: 2

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

Output expected: Preparation of a document on the results of the pilot questionnaire (2016)
Priority: 2

(h) Update ~~methodology~~ of the methodology in the Handbook on road (vehicle-km)

Output expected: Preparation of a document on the results of the pilot questionnaire (2016 and 2018)
Priority: 2
