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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-third session

Geneva, 1–3 March 2011

Item 1 of the provisional agenda

#### Adoption of the agenda

### Annotated provisional agenda for the seventy-third session

#### Addendum

#### 1. Adoption of the agenda

##### Documentation

ECE/TRANS/209 and Add.1

#### I. Policy-linked questions relating to the work of the Committee's subsidiary bodies

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

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

The Committee will be **informed** about the Transport Division contribution to the eighteenth session of the Commission on Sustainable Development (CSD-18) and possible input to the nineteenth session CSD-19 (2–13 May 2011). The Committee will have before it the draft publication “Transport for Sustainable Development” prepared by the Transport Division which could be an important contribution to the CSD-19.

The Committee will also be **informed** about the report “Millennium Development Goals in Emerging Europe and Central Asia” released in September 2010, which covers the whole

pan-European region, focusing more particularly on three country groupings: Eastern Europe, the Caucasus and Central Asia; south-Eastern Europe; and the new European Union (EU) member States. The report takes stock of the progress made in reaching the MDGs in these countries and offers decision-makers policy-oriented and operationally feasible suggestions for bolstering progress towards their full achievement by 2015.

#### **Documentation**

Informal document No. 1

### **3. Review of the transport situation in UNECE member countries and emerging development trends**

#### **(a) Transport developments in the European Union**

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

#### **(b) Developments related to the work of the International Transport Forum**

The Committee will be **informed** by a representative of the International Transport Forum of the latest developments related to the work of the International Transport Forum.

#### **(c) What did the Organization for Security and Co-operation in Europe – Year of transport mean for UNECE?**

The Committee will be **informed** about the UNECE Transport Division contribution during the process leading to the annual OSCE Economic and Environmental Forum (EEF). In 2010, the OSCE EEF's theme was international transport. The Committee will be **informed** about high-level OSCE meetings in Astana and Vienna and a review of the implementation of OSCE commitments in the area of transport undertaken by the UNECE Transport Division (tabled at the EEF in Prague and available at [http://www.unece.org/trans/osce/osceunece/18th\\_OSCE\\_2010\\_Final.pdf](http://www.unece.org/trans/osce/osceunece/18th_OSCE_2010_Final.pdf)).

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

#### **(d) Review of the transport situation and emerging trends in ECE region**

The Committee may wish to **note** the review of the transport situation in 2010 and emerging trends in ECE region (ECE/TRANS/2011/1) that was prepared by the secretariat on the basis of a decision taken at the seventy-second session (ECE/TRANS/208, para. 24). Members of the Committee are expected to **exchange views** on the main topics addressed.

#### **Documentation**

ECE/TRANS/2011/1

### **4. Climate change and transport**

#### **(a) Mitigation of environmentally harmful effects of inland transport**

The Inland Transport Committee (ITC) may wish to be **informed** about the conclusions of the WP.29 Round Table on Climate Change and Transport, held on 24 June 2010 (ECE/TRANS/WP.29/2011/46).

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

#### **Documentation**

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

#### **(b) Impacts of climate change on international transport networks and adaptation requirements**

The Committee will be **informed** by the secretariat on the results of the joint United Nations Economic Commission for Europe – United Nations Conference on Trade and Development Workshop on “Climate Change Impacts on International Transport Networks”. A joint note prepared by UNECE and UNCTAD secretariats (ECE/TRANS/WP.5/2010/3) was circulated to the workshop participants as a background document.

The Committee may wish to **note** that while the joint workshop demonstrated the complexity of the substantive issues involved and the urgent need to prepare appropriate policy actions, as well as the need for exchange of information about best practices among member Governments, since the number of the Working Party on Transport Trends and Economics (WP.5) members present during the discussion of the follow-up to the workshop did not offer a good representation of the Working Party constituency, the WP.5 Chairs (in-office and successor) and the newly elected vice-chair agreed to defer the specific question of follow-up, including the set up of an expert group with limited duration, to the seventy-third session of the ITC. The final version of the terms of reference of a Group of Experts are reflected in the Annex of the report of the twenty-third session of WP.5 (ECE/TRANS/WP.5/48).

The Committee may wish to **decide** the establishment of the above-mentioned Expert Group for two years, functioning as an ad hoc Group of Experts under WP.5 according to the UNECE Rules and Procedures and the Terms of Reference (ToR) contained in the Annex of document ECE/TRANS/WP.5/48.

#### **Documentation**

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

### **5. Intelligent transport systems**

The Committee will be **informed** by the secretariat on the results of the side event hosted by UNECE on the future deployment of Intelligent Transport Systems (ITS) at the annual session of the International Transport Forum (ITF) in Leipzig (26–28 May 2010) where participants focused on the theme of “Transport and Innovation”. The side event was of great success, particularly because it raised concrete issues with the intention to promote dialogue among the key stakeholders and facilitate an early solution to current impediments.

The Committee may wish to **note** that work on improving the safety and environmental performance of transport in general and of vehicles in particular would be done through ITS applications, and that work would continue in the elaboration of a Roadmap for promoting ITS.

## **6. Assistance to countries with economies in transition**

The Committee will be informed on the activities aimed at assisting the countries with economies in transition undertaken in 2010. The Committee may wish to **take note** of the information reflected in ECE/TRANS/2011/2, particularly those related to the Special Programme of Economies of Central Asia (SPECA), the Organization for Security and Cooperation in Europe (OSCE), the Organization of the Black Sea Economic Cooperation (BSEC), the Transport Corridor Europe – Caucasus – Asia (TRACECA), the Economic Cooperation Organization (ECO), advisory workshops and missions.

The Committee may wish to **support** the activities developed in the secretariat with a view to strengthening the cooperation with these organizations.

The Committee may also wish to **note** a number of capacity-building project proposals which have been developed by the secretariat, in particular in the field of transport statistics. Since extra budgetary funding is needed to further develop these projects, the Committee may wish to **reiterate** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of these activities and **encourage** member countries to make voluntary contributions to the Trust Fund for Assistance to Countries in Transition (TFACT).

### **Documentation**

ECE/TRANS/2011/2

## **7. Transport, Health and Environment Pan-European Programme**

### **(a) THE PEP 2010 Symposium: Green and health-friendly investments and jobs in transport**

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

### **Documentation**

ECE/AC.21/SC/2010/9-EUDHP1003944/7.1/SC8/9

### **(b) THE PEP workshops on sustainable and healthy urban transport**

As mandated through the Amsterdam Declaration, THE PEP organized in 2010 two capacity-building workshops. One workshop on “Working together to make things happen” was held in Skopje on 7–8 June 2010 with the participation of renowned experts focusing on integrated policy approaches to sustainable urban transport. Another workshop was held in Batumi (Georgia) on 30 September and 1 October 2010 focusing on safe and healthy

walking and cycling in urban areas. Both workshops were supported by renowned experts from Austria, Belgium, Czech Republic, France, Germany, Latvia, Netherlands and WHO.

**Documentation**

ECE/AC.21/SC/2010/9

## **II. Policy-oriented segment**

### **8. Roundtable discussion on “Transport of dangerous goods: Global and regional dimensions”**

The Committee may wish to **note** that the Bureau of the Inland Transport Committee at its June 2010 meeting had agreed that the seventy-third session of the Committee should include a half-day policy segment in the form of a Roundtable on “Transport of dangerous goods: Global and regional dimensions”, to be held in the afternoon of the first day.

The Roundtable will aim at identifying policy recommendations related to this subject.

Delegations are **invited to participate** in a policy debate on this theme. The provisional agenda of the Roundtable will be circulated as Informal document No. 3.

**Documentation**

Informal document No. 3

## **III. Meeting of the Chairs of the Committee’s subsidiary bodies**

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

The Committee may wish to **note** that the Bureau of the Inland Transport Committee at its June 2010 meeting had agreed that the seventy-third session of the Committee should include a meeting of the Chairs of the Committee’s subsidiary bodies, to be held in the morning (10.00 to 11.30 a.m.) of the second day of the session, as a restricted meeting for Government delegates only.

This meeting aims to allow the Chairs of the Committee’s subsidiary bodies to discuss strengthening cooperation, share experiences and address common challenges, including globalization of UNECE agreements. The ITC Bureau considered that the absence of other participants (from NGOs and the Press) would allow a constructive and open exchange of views among the Chairs, the members of the ITC Bureau and government experts.

In view of the restricted character of the meeting, the results of the discussions would be circulated among the Chairs of the Committee’s subsidiary bodies and the members of the Bureau, in the form of Chair’s conclusions. Government delegates are **invited to participate**. The provisional agenda of the meeting will be circulated as Informal document No. 4.

**Documentation**

Informal document No. 4

## IV. Questions dealt with by the Committee's subsidiary bodies

### 10. Issues that need consideration and require decisions by the Committee

#### (a) Project related activities

##### (i) *Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects*

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

The Committee may wish to **take note** of the revision of the TEM and TER Master Plan. An advanced copy of the publication of the Revision of the TEM and TER Master Plan will be made available to ITC delegates.

The Committee may wish to **reiterate its support** to the two projects and invite the TEM and TER Steering Committees to pursue their activities. The Committee may also wish to **invite** the Governments of Eastern, South-Eastern Europe, Caucasus and Central Asia that are not members of the projects to consider their full participation in the TEM and TER projects and their signing of the respective cooperative agreements.

#### **Documentation**

Advanced copy of the publication of the Revision of the TEM and TER Master Plan

##### (ii) *Euro-Asian Transport Links (EATL) Project*

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

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

The Committee may wish to **note** the end of three-year (2008-2010) extra-budgetary contribution by the Government of Russia to support the partial implementation of the EATL - Phase II elaborated on the basis of the conclusions and recommendations contained in the UNECE-UNESCAP Study on Developing Euro-Asian Transport Links.

The Committee will also be **informed** about the request of WP.5 to explore all possibilities for funding the EATL activities with governments and potential donors, including the

government of the Russian Federation. This is to be done to ensure the continuation of work carried out in 2008-2010.

The Committee may wish to **recall** that developing EATL is a long term undertaking requiring a great deal of effort and perseverance and enhanced coordination and cooperation among all countries along the EATL, and relies upon individual country's capacity to become a part of the EATL supply chains and upon the implementation of cost/time-reducing transport measures and reforms in the EATL countries.

The Committee may wish to **note** that EG's extended mandate runs until 2012.

Noting the above-mentioned requests of the Working Party on Transport Trends and Economics (WP.5), the Committee may wish to **reiterate** its support to the WP.5 work on EATL and **request** the secretariat to explore possibilities of ensuring funding of the EATL project's activities with governments and potential donors, including the government of the Russian Federation to ensure the continuation of this work beyond 2010.

#### **Documentation**

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

#### **(b) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport**

The secretariat will **inform** the Committee about recent developments related to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). In particular, the Committee will be **informed** about the successful implementation of the digital tachograph in some non-EU AETR Contracting Parties as a result of an agreed six-month tolerance period ending on 31 December 2010.

The Committee may wish to **invite** the non-EU Contracting Parties to continue taking necessary measures for the implementation of the digital tachograph. The Committee may also wish to **invite** the EU member States that are Contracting Parties to the AETR to continue providing assistance to non-EU countries enabling them to implement the digital tachograph. The status of implementation of the digital tachograph will be circulated as Informal document No. 6.

The Committee will also be **informed** about the challenges arising from the AETR article 22bis and about the Working Party on Road Transport (SC.1) discussions concerning the relationship between the AETR and EU law. With respect to article 22bis, the Committee will be **informed** about the SC.1 decision to create a group of experts to propose a revised text for this article. The creation of the expert group is based on the legitimate need for non-EU AETR Contracting Parties to be involved in the elaboration of new technical requirements for digital tachograph. The Committee will also be **informed** about the possibility of the Government of the Russian Federation seeking international arbitration against the European Union for the alleged infringement by the latter of the international law of the treaties. This applies to the EU view that EU law applies to all transports within the European Union, irrespective of the absence of relevant AETR reservations in some of the EU member States.

The Committee may wish to **note** the importance of AETR article 22bis, the challenging relationship between the AETR and EU law and the complexity of the issues. Considering that finding a satisfactory solution would require sufficient time for discussion among experts which cannot be provided during the Committee's session, the Committee may wish to **urge** the Contracting Parties of AETR to seek practical and mutually acceptable solutions through compromise that would satisfy all the Parties, during a special meeting organized by the secretariat in close cooperation with AETR Contracting Parties and other interested stakeholders, to be held in Geneva, on 4 March 2011.

**Documentation**

Informal document No. 6

**(c) Scaling up of the UNECE road traffic safety work**

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

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

The Committee will be **informed** about the conclusion of the project funded by the United Nations Development Account “on improving road safety: setting regional and national road traffic casualty reduction targets”, carried out by the five United Nations regional commissions in 2008–2009.

The Committee will be **informed** about the recent UNECE – International Basketball Federation (FIBA) road safety campaign “We play and drive by the rules”; the UNECE – BSEC “Conference on Improving Road Safety in the BSEC Region” held in Ioannina, Greece, 18 and 19 November 2010 and the Ioannina Declaration; and possible new areas for WP.1 involvement such as enhancing safety at level crossings and multidisciplinary crash investigations.

The Committee may wish to **note** the future plans of WP.1 and of the secretariat in promoting safety at level crossings through hosting a multidisciplinary group of experts from road, railway and related infrastructure organizations together with other stakeholders, as well as of a multidisciplinary crash investigation (MDCI) tool for improving road safety to be developed under a special extrabudgetary project.

The Committee may wish to **recommend** the creation of a joint WP.1, SC.1 and Working Party on Rail Transport (SC.2) expert group of limited duration to work towards enhancing safety at level crossings and **support** further work towards the development of MDCI mechanisms at the Road Safety Forum, subject to the availability of external funding.

**Documentation**

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

**(d) A more complex approach to road transport**

The Committee will be **informed** about amendments introduced into the European Agreement on Main International Arteries (AGR) in 2010. The Committee may wish to **note** that the Contracting Parties to AGR may soon have to establish and implement



procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections for the roads of the international e-road network as stipulated in the proposed Annex IV of AGR.

The Committee will be **informed** about ongoing work towards a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS), as well as about the new initiative of the European Commission to modify the EU-third country Interbus Agreement. Delegations are **invited to participate** in a policy debate on the different options, i.e. multilateral, plurilateral and bilateral arrangements.

Delegates are **also invited to participate** in a policy debate based on the findings of a Group of Experts working on “quantitative restrictions imposed on international road transport of goods”, more specifically about a “Draft convention aligning bilateral agreements on international road transport with the mandatory rules of multilateral instruments governing international road transit”.

The Committee will be also **informed** about the latest ratifications or accessions to the Additional Protocol to the CMR<sup>1</sup> concerning the Electronic Consignment Note. As of November 2010, four countries have ratified the Protocol: Bulgaria, Latvia, Netherlands and Switzerland and an additional ratification is needed for the Protocol to enter into force.

The Committee may **consider urging** the remaining signatories and all the Contracting Parties to the CMR Convention to ratify this Protocol.

**(e) Towards unified railway law in the pan-European region and on Euro-Asian land transport corridors; Position paper by the Working Party on Rail Transport**

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

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

The Committee may wish to **approve** this vision and approach as contained in the position paper (ECE/TRANS/2011/3) and **decide** on the establishment of a UNECE Group of Experts on this subject under the terms of references contained in the position paper.

**Documentation**

ECE/TRANS/SC.2/214, ECE/TRANS/2011/3

**(f) Efficient and Sustainable Inland Water Transport in Europe: UNECE White Paper prepared by the Working Party on Inland Water Transport**

The Committee may wish to **consider** and **endorse** the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe. The White Paper provides a pan-

<sup>1</sup> Convention sur le contrat de transport international de marchandises par route

European vision on the future development of inland navigation in the ECE region, 15 years after the first UNECE White Paper on this subject.

The White paper analyses the development of the inland waterway network within the framework of the European Agreement on Main Inland Waterways of International Importance (AGN) and describes the current institutional and regulatory setting for inland navigation in the region. Based on this assessment, the paper identifies key areas for pan-European cooperation on promoting the use of inland water transport and puts forward policy recommendations on follow-up activities to be taken by the Working Party on Inland Water transport.

In this context, the Committee may also wish to **take note** of the progress in establishing of a European hull database for inland navigation vessels and other follow-up activities to the policy recommendations of the White Paper.

#### **Documentation**

ECE/TRANS/SC.3/189

#### **(g) Transport and competitiveness**

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

#### **Documentation**

WP.5 Informal document No. 1

#### **(h) Strengthening border crossing facilitation (Harmonization Convention, eTIR project and other customs transit facilitation measures)**

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

The Committee may also wish to **take note** of and **support** the recent activities of the secretariat and Contracting Parties with a view to strengthening the TIR Convention and ensuring transparency in managing of the TIR system – the tasks which were identified as priorities in the course of the UNECE reform (ECE/TRANS/2011/4), in particular:

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

agreement in accordance with the provisions of the TIR Convention, applicable United Nations regulations and mandates by the TIR Administrative Committee.

ITC will also be **informed** that the Working Party on Customs Questions affecting Transport (WP.30) and its Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (WP.30/GE.1) started consideration of the financial implications of the eTIR project, including a cost/benefit analysis. WP.30 also held first deliberations on the preparation of legal provisions aimed at the introduction of eTIR, for the purpose of providing guidance to the secretariat on which alternative should be pursued: either to amend the current Convention with provisions introducing the use of electronic data interchange (EDI) in parallel to or gradually replacing the paper TIR Carnet or to launch a completely new, so called, "eTIR" Convention which would be based on EDI technologies. Pending a decision by the Working Party, the secretariat has also pointed out the complexity of drafting legal provisions and has welcomed the offer of some delegations to assist in this process, e.g. by means of a small drafting group.

With reference to the above developments in the eTIR Project, the Committee is invited: (a) to **support** the continuation of the eTIR project and to prolong the mandate of the WP.30/GE.1 to the year 2011; and (b) to **request** UNECE to provide the necessary resources to conduct, in the course of 2011, a cost/benefit analysis of a computerized TIR system.

#### **Documentation**

ECE/TRANS/2011/4

#### **(i) Inland transport security**

The Committee will be **informed** about the Inland Transport Security Discussion Forum held on 31 January 2011 organized and hosted by UNECE in accordance with the Committee's decision at its seventy-first session in 2009 (ECE/TRANS/206, para. 57). The Forum was organized in partnership with a private sector partner (Transported Asset Protection Association) and aimed at providing a platform for discussions about various inland transport security issues. The Committee may wish to re-affirm that the UNECE Transport Division — in partnership with member States, international organizations, private sector, and academia — should continue its work aimed at enhancing inland transport security, in particular by organizing events to exchange information and share best practices.

#### **(j) Review of the most important issues related to the harmonization of vehicle regulations**

The Committee will be **informed** by the secretariat about the most recent developments in the work carried out by the World Forum for Harmonization of Vehicles Regulation (WP.29) and its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement and the Executive Committee of the 1998 Agreement. The Committee may wish to **note** that 30 informal groups worked during 2010 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 135 existing vehicle regulations based on technical progress. A list of matters under discussion by the informal groups will be circulated as Informal document No. 8.

The Committee may wish to **note** that more than 110 amendments were adopted in 2010, updating existing vehicle regulations with the technical progress and introducing more severe limits. Among them, provisions to prevent fire risks on buses and coaches, the introduction of new provisions for the rolling resistance of tyres, which could reduce CO<sub>2</sub> emissions by 5 percent and lower noise limit values for tyres. Furthermore, the World

Forum agreed to globally harmonize the test procedures for measuring the emissions of heavy duty vehicles eliminating the remaining options and to insert in the existing regulations the new Euro 5 emission requirements reducing further the emissions of gaseous pollutants and particulates for passenger cars and light duty vehicles.

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

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

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

#### **Documentation**

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

#### **(k) Fuel standards**

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

#### **Documentation**

Informal document No. 9

#### **(l) Intermodal transport and logistics: Opportunities and challenges for inland waterways**

Following the ITC policy-oriented segment on inland water transport in February 2010, the Working Party on Intermodal Transport has further considered this topic under the angle: Opportunities and challenges for intermodal transport by inland waterways. On the basis of presentations and background documents, the Working Party considered solutions to further increase the attractiveness and competitiveness as well as complementarities of inland water transport with road and rail transport with the objective to provide seamless door-to-door transport systems.

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

## Documentation

ECE/TRANS/WP.24/127

### (m) Review of the most important issues related to the transport of dangerous goods

The Committee may wish to **note** that the Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods met from 21 to 30 June 2010 (see report ST/SG/AC.10/C.3/74 and Corr.1 and Add.1) and will meet again from 29 November to 7 December 2010. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 30 June to 2 July 2010 (see report ST/SG/AC.10/C.4/38) and will meet again from 7 to 9 December 2010. The Committee itself will hold its fifth session on 10 December 2010. It will consider the work of both sub-committees over the 2009-2010 biennium and adopt recommendations that should be published by the secretariat in 2011 as the seventeenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; addendum 1 to the fifth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the fourth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals.

The Committee may wish to **note** that, following the accession by Turkey, there are 46 Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, has not yet entered into force as not all Contracting Parties to the ADR have become Parties to it. Thirty-three Contracting Parties have done so to date, and the Committee may wish to **urge** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Kazakhstan, Malta, Montenegro, Morocco, Serbia, The former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to take the necessary steps to allow the Protocol to come into force.

The Committee may also wish to note that, following accession by Poland and ratification by Slovakia, there are 14 Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

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

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

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

The Committee may wish to **note** that, according to paragraph 1.9.5.3.7 of ADR, restrictions to the passage of vehicles carrying dangerous goods through road tunnels applied by Contracting Parties to ADR must be published officially and made publicly available. Contracting Parties must notify the UNECE secretariat of such restrictions so that the UNECE secretariat may make this information publicly available on its website. The International Federation of Freight Forwarders Associations (FIATA), IRU and the European Chemical Industry Council (CEFIC) informed WP.15 that the failure of many Contracting Parties to do so posed numerous logistical problems. As the authorities responsible for road traffic are not necessarily the same as those competent for ADR, the Committee may wish to **request** administrations concerned to transmit the information to the secretariat (refer to ECE/TRANS/WP.15/206, paras. 72–74).

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

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

#### **Documentation**

ST/SG/AC.10/C.3/74 and Corr.1 and Add.1; ST/SG/AC.10/C.4/38;  
ECE/TRANS/WP.15/204 and Corr.1 and Add.1; ECE/TRANS/WP.15/206;  
ECE/TRANS/WP.15/208; ECE/TRANS/WP.15/AC.1/118 and Add.1;  
ECE/TRANS/WP.15/AC.1/120 and Add.1; ECE/TRANS/WP.15/AC.2/36;  
ECE/TRANS/WP.15/AC.2/37 and Add.1; ECE/ADN/9 and Corrs 1–2, ECE/ADN/11;  
ECE/TRANS/215; ECE/TRANS/220

#### **(n) Review of the most important issues related to the transport of perishable foodstuffs**

The Committee may wish to **note** that a revised Annex 1 to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the sixty-fourth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in 2008 was considered accepted on 2 July 2010 and will enter into force on 2 January 2011. A new version of the ATP incorporating the new Annex 1 has been issued as a sales publication (ECE/TRANS/219).

The Committee may wish to **note** that a number of ATP Contracting Parties have drawn up a multilateral agreement (as foreseen by Article 7 of the ATP) on the recognition of test procedures for multicompartment multitemperature equipment.

The Committee may wish to **note** that at its sixty-sixth session (9-12 November 2010), WP.11 adopted a number of amendments to the ATP and new comments for the ATP Handbook (ECE/TRANS/WP.11/222, Annexes I and II).

The Committee is invited to **approve** the terms of reference and rules of procedure adopted by WP.11 at its sixty-sixth session (ECE/TRANS/WP.11/222/Add.1).

#### **Documentation**

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

**(o) Transport of people with reduced mobility**

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

**Documentation**

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

**11. Issues of informative character and formal approval by the Committee****(a) Approval of reports of the Committee's subsidiary bodies**

The Committee may wish to **approve** as a whole the reports and related activities of its subsidiary bodies and **request** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in document ECE/TRANS/209/Add.1.

**Documentation**

ECE/TRANS/209/Add.1

**(b) Status of the 2010 E-Road and E-Rail Traffic Census Programmes**

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

**Documentation**

Informal document No. 10

**(c) Status of accession to international UNECE transport agreements and conventions**

The Committee will **consider** Informal document No. 10 prepared by the secretariat containing tables in English, French and Russian on the latest status as at 31 December 2010 of signatures, ratifications and accessions concerning international instruments on inland transport concluded under the auspices of the Committee. Informal document No. 11 will also contain the accessions registered since the last session of the Committee. The Committee may wish to **take note** of this information and **invite** countries, which have not yet done so, to become Contracting Parties to UNECE Agreements and Conventions in the field of transport as soon as possible.

**Documentation**

Informal document No. 11

## **V. Questions relating to the work of the Committee's subsidiary bodies**

### **12. Results of the meetings of the Bureau of the Inland Transport Committee**

The Committee will **consider** document ECE/TRANS/2011/5 containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2010. The Committee may wish to refer to the decisions of the Bureau under the relevant items of its agenda.

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

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

In reference to the Committee decision regarding performance planning for the evaluation of the 2010–2011 programme of work (ECE/TRANS/2010/7) adopted at the Committee's seventy-second session, the Committee will have before it a revised version of Annex 1 which contains expected accomplishments and indicators of achievement for the transport subprogramme, per cluster of activities, for the purpose of 2010-2011 biennial performance evaluations. The revised version is issued to bring in line the text in the column "clusters of activities" of the above mentioned document with use of resources per clusters of activities prepared for the Executive Committee of the UNECE (Informal document No. 12).

#### **Documentation**

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

### **13. Matters arising from UNECE, the Economic and Social Council and other United Nations bodies and Conferences**

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

### **14. Report to UNECE Executive Committee on the implementation of the priorities of the UNECE Reform for strengthening some activities of the Committee**

The Committee will **consider** Informal document No. 13 presenting an outline of the progress on the implementation of the UNECE reform in the field of transport and on specific requests to the Committee, contained in the workplan of the UNECE reform.

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



The Committee may wish to **consider** Informal document No. 13 in conjunction with the outcome of the discussions under agenda item 10 and **request** its Chair to report on the progress of the implementation of the UNECE reform in the field of transport to the Executive Committee of UNECE at its meeting, tentatively scheduled on 4 March 2011.

**Documentation**

Informal document No. 13

**15. Schedule of meetings in 2011**

A preliminary list of meetings has been circulated for consideration and adoption by the Committee, based on proposals made by the Committee's subsidiary bodies ECE/TRANS/2011/6.

**Documentation**

ECE/TRANS/2011/6

**VI. Miscellaneous**

**16. Any other business. Date of next session**

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

**17. Adoption of the list of main decisions of the seventy-third session**

The Committee will **adopt** the list of main decisions of the seventy-third session.

**VII. Tentative timetable**

Tuesday, 1 March	10.00 – 13.00	Items 1–7
	15.00 – 18.00	Item 8
Wednesday, 2 March	10.00 – 13.00	Items 9–10a and 10c–10d
	15.00 – 18.00	Items 10e–11
Thursday, 3 March	10.00 – 13.00	Items 10b and 12–17