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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Seventy-third session**

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Item 14 of the provisional agenda

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

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

#### **Items for discussion**

#### **Note by the secretariat**

#### **Introduction**

1. The work of the Inland Transport Committee (ITC) aims at facilitating transport in the United Nations Economic Commission for Europe (UNECE) region and, at the same time, at increasing its level of efficiency, safety, security and protection of the environment, thereby contributing to sustainable development.
2. ITC develops and updates international agreements and conventions, which are legally binding for the countries that adhere to them and which provide the international legal and technical framework for national transport legislation in UNECE member States. These legal instruments cover all relevant aspects of inland transport including infrastructure, vehicles, road traffic rules and border procedures. Altogether, 57 agreements and conventions have been developed. ITC also develops and keeps up to date transport-related recommendations on which legally binding consensus cannot be achieved. In performing these regulatory and standard-setting functions, some of which are global in scope, ITC fulfils a need that is not met by any other international organization.
3. ITC also promotes the implementation of these legal instruments through surveys and other monitoring activities as well as through training activities and advisory services. In addition, ITC promotes sub-regional cooperation of governments with a view to

coordinating the implementation of legal instruments including those aimed at the development of coherent transport infrastructure networks in the UNECE region.

## **I. Implementation of the programme of work during the past 12 months**

### **A. General**

4. In the course of the past twelve months, ITC and its subsidiary bodies continued their endeavours to develop and promote pan-European inland transport regulatory framework and further contribute to facilitation of the international movement of persons and goods, improved safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development. These efforts were mainly centred on facilitating negotiations and managing international agreements, conventions, norms and standards. Furthermore, UNECE work contributed to further development of safer, more secure and efficient transport operations, safer and less polluting vehicles, as well as simplified border crossing procedures.

5. In 2010, ITC and its subsidiary bodies adopted amendments to a number of important agreements and conventions. At the end of December 2010, the total number of Contracting Parties to UNECE legal Instruments on Transport reached 1657. There were 10 **new accessions** to legal instruments, of which 1 from non-UNECE countries, and one ratification. Accessions from UNECE member States to UNECE legal instruments in the area of transport were: Albania 2; Bulgaria 1; Kazakhstan 1; Poland 2; Turkey 1; Ukraine 2. The accession from non-ECE country was: Iran. Ratification from UNECE member State to UNECE legal instruments was: Latvia. More information on the status of accession in Annex.

6. This may be attributed to increased efforts to further promote the implementation of the regulatory framework through a growing number of capacity-building and advisory activities which were carried out in collaboration with member Governments and which involved a large number of experts from both public and private sectors.

### **B. Highlights of the work of ITC and its subsidiary bodies**

#### **1. Working Party on the Transport of Dangerous Goods (WP.15) and ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its two subcommittees**

7. With respect to the **transport of dangerous goods**, accession by Poland and ratification by Slovakia raised the number of Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) to 14.

8. The accession of Turkey to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) raised the number of Contracting Parties to 46.

9. WP.15, and its Joint Meeting with the RID Safety Committee (OTIF/UNECE) and its Joint Meeting of experts on the Regulations annexed to ADN (CCNR/UNECE), adopted a wide range of amendments to Annexes A and B of ADR, the regulations concerning the International Carriage of Dangerous Goods by Rail (RID) and to the Regulations annexed

to ADN. They were transmitted to Contracting Parties for acceptance, through the Government of Portugal for ADR, OTIF for RID, and the ADN Administrative Committee for ADN, on 1 July 2010. They were deemed accepted on 1 October 2010, for entry into force on 1 January 2011.

10. As a consequence, the secretariat published the “2011” consolidated edition of ADR (ECE/TRANS/215, Vols. I and II) and of ADN (ECE/TRANS/220, Vols. I and II) incorporating these amendments. while OTIF is publishing the 2011 version of RID.

11. Directive 2008/68/EC of the European Parliament and of the Council, which requires Member States of the European Union to apply the provisions of Annexes A and B of ADR, of RID, and of the Regulations annexed to ADN, to domestic traffic and traffic within the European Union, was amended by the European Commission Directive 2010/61/EU of 2 September 2010 in order to refer to the amended versions of ADR, RID and ADN for transposition by 30 June 2011 at the latest.

12. The Economic and Social Council’s Committee of Experts on the Transport of Dangerous Goods (TDG) and on the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) and its two subcommittees will meet from 29 November to 10 December 2010 in order to finalize its work for the 2009-2010 biennium. It should prepare a draft resolution on its work during the biennium which should be submitted to the Council for adoption at its 2011 substantive session.

13. Pursuant to various decisions of the Council in 2010, the membership of the Committee of Experts has reached 40 and that of its two sub-committees has reached 30 for the TDG Sub-Committee and 36 for the GHS Sub-Committee, showing the ever-increasing interest of Member States of the United Nations for the work of these bodies.

14. The secretariat and the GHS Sub-Committee continued to monitor the implementation of the GHS throughout the world. In this respect, the following developments may be underlined:

(a) Publication by the Department of Labor of the Occupational Safety and Health Administration of the United States of America, of a proposed rule to modify its existing hazard communication standard in accordance with the provisions of the third revised edition of the GHS.

(b) Updating, adoption, revision or development of national legislation or standards based on the GHS in countries such as: Australia, Brazil, China, India, Japan, Malaysia, New Zealand, Republic of Korea, Serbia, Singapore, South Africa, Switzerland, Russian Federation and Viet Nam.

(c) Publication of Commission Regulation (EC) 790/2009, amending the European Regulation (EC) No.1268/2008 implementing the GHS in all EU Member States and those of the European Economic Area, for the purposes of its adaptation to technical and scientific progress (i.e.: to align the provisions of Regulation 1268/2010, based on the second revised edition of the GHS, with those of the third revised edition of the GHS).

## 2. World Forum for Harmonization of Vehicle Regulations (WP.29)

15. The **World Forum for Harmonization of Vehicle Regulations (WP.29)** , 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 as well as 30 informal groups worked during 2010 to update the existing regulations and adopted new regulations aimed at improving vehicles' safety and their environmental performance. More than 110 amendments were adopted in 2010, updating existing vehicle regulations to 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 that will entry into forced in **9 December 2010**.

16. 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 truly worldwide regulations 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 program 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 to be completed by the end of 2011 In addition, the World Forum continues its work in developing new requirements on safety and environmental protection of vehicles **using hydrogen and fuel cells** technologies.

17. Moreover, new provisions for safer child-restraint systems, such as the protection against lateral impacts, are expected to be completed by 2012. In addition, the World Forum is considering the possibility of incorporating into his programme of work the development of a Resolution on motorcycle helmets that would take into account both minimum safety and comfort in order to encourage a broader use of helmets in some developing countries where hot and humid conditions, as well as the price could restrain the use of helmets.

18. In 2010, the World Forum continued consideration of key issues regarding possible strategies for **climate change mitigation** and, **especially the reduction of CO<sub>2</sub> emissions**. In this respect, the World Forum organized a **Round Table on Climate Change and Transport** to identify potential scenarios and the most needed actions and measures to which the World Forum could contribute in its future work.

19. The following ongoing activities of the World Forum were identified to reduce CO<sub>2</sub> emissions: Worldwide harmonized Light vehicles emissions Test Procedure, Mobile Air Conditioner Test Procedure, Heavy Duty Hybrids, Hydrogen and Fuel Cell Vehicles, Electric Vehicles Safety, Market Fuel Quality and Environmentally Friendly Vehicles.

20. The Round Table identified short-term actions for all stakeholders involved in inland transport: (a) improved energy efficiency of all inland transport modes; (b) a broader use of sustainable biofuels and hydrogen as well as a sustainable generation of electricity; (c) a better traffic flow and transport infrastructure, including intermodal transport, to avoid congestion; (d) a broader information campaign and in-depth education for consumers on measures to reduce the CO<sub>2</sub> emissions.

21. In a long-term view, there should be a shift from the use of fossil energy to the use of hydrogen and electric energy. It is obvious that this shift will not solve the problem, if the production of hydrogen and the generation of electricity wouldn't be sustainable. Therefore, it was agreed to consider the future environmentally friendly vehicles in an integrated approach, i.e. on the basis of a well-to-tank (energy) and tank-to-wheel (vehicle) approach. The effectiveness of that integrated approach for green vehicles depends on the energy sector ensuring the sustainable and cost-effective generation of electricity and production of hydrogen. The distributors of electricity have to set up smart grids for the distribution of sustainable electricity offering the possibility of slow and fast recharging of electric vehicles. For a faster market penetration of electric, hydrogen and fuel cell vehicles, it is important to set up an infrastructure for instant recharging packs (exchange of electric

batteries) for electric vehicles and for safe refuelling of vehicles with fluid and compressed hydrogen.

22. The conclusions and recommendations of the Round Table are expected to be adopted by the World Forum at its March 2011 session.

23. Further improvements in the safety and environmental performance of transport in general and of vehicles in particular could be fostered if **Intelligent Transport Systems (ITS)** applications are further streamlined.

24. To this end, the Transport Division finalized – in cooperation with the Italian government and a partner from the private sector – its strategy package on ITS including a background document and strategic note that were made available for a web-based public consultation launched in late 2010. As an outcome of this consultation UNECE will publish its **Roadmap for promoting ITS** in 2011 laying down concrete actions that UNECE will perform within its global mandate to facilitate the movement of persons and goods by inland transport modes.

25. In this context, UNECE hosted a **side event** on the future deployment of **Intelligent Transport Systems (ITS)** at the annual session of the **International Transport Forum (ITF)**<sup>1</sup> in Leipzig, in 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 the dialogue among the key stakeholders and facilitate an early solution to current impediments.

26. Application of information technologies is leading the advances in safer transports, providing assistance to the driver. Some of these technologies, such as warning signals to the rear that are activated automatically to warn the driver of an approaching vehicle, are efficient to improve the active safety of vehicles. These crash-avoidance systems have been implemented in the regulatory framework of WP.29 in 2010, while others, such as those designed to reduce glaring caused by main beam, Automatic Emergency Braking and Lane Departure Warning Systems are expected to be incorporated in the vehicle regulations by the end of 2011.

27. Regarding the development of market fuel quality standards, the World Forum was informed, at its November 2010 session, about the lack of an agreement, for the time being, between the oil industry and the automobile manufacturers on the development of recommendations for market fuel quality. As the mandate of the informal group on Fuel Quality ended on November 2010, the World Forum agreed to take a decision, at its next session in March 2011, on the eventual continuation of the work in this area, on the basis of further information to be provided by GRPE. Until the March 2011 session of the World Forum, all the stakeholders, including the secretariat, will continue doing the necessary efforts to reach an agreement with the oil industry about its cooperation on the development of market fuel quality standards. It was noted that without the cooperation of the oil industry it will be almost impossible the development of such market fuel quality standards.

### 3. Working Party on Customs Questions affecting Transport (WP.30)

28. The accession of Iran (Islamic Republic of) to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention) has brought the number of Contracting Parties to 55. The secretariat has continued its efforts to

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<sup>1</sup> The International Transport Forum's annual event attracts experts and leaders from the global transport community and provides a platform to discuss and tackle strategic transport issues. The event is a unique gathering of the Ministers of Transport of 52 member countries, most of which are also UNECE member States.

monitor the implementation of the Convention and conducted a survey of Contracting Parties with regard to the application at the national level of the new Annex 8 on road transport. This Annex covers a wide range of measures to facilitate road transport operations, including facilitation of visa procedures for professional drivers, standardized weighing operations and vehicle weight certificate, minimum infrastructure requirements for efficient border crossing points and provisions to monitor the border crossing performance.

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

30. The secretariat has prepared an additional protocol to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952, with the aim to introduce in the Convention a standard amendment clause which, if signed by all Contracting Parties to the Convention, would allow further amendments in order to bring the Convention in line with modern requirements.

31. The Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) has made further progress in the technical aspects of the computerization of the TIR procedure (eTIR project), including the finalization of Chapter 3 of the eTIR Reference Model, preliminary work on Chapter 4 and the establishment of a network of eTIR focal points and of an eTIR web site to ensure a broader participation of Contracting Parties in the eTIR project. WP.30 and GE.1 have also started considerations of the financial implications and legal implications of eTIR.

32. Concerning the TIR Convention, the Working Party has finalized an extensive package of amendment proposals which has been brought for adoption to the TIR Administrative Committee. These amendments would clearly define responsibilities of the major players in the TIR system (Customs, operators and guarantors). The TIR Executive Board has developed several examples of best practice in the application of various aspects of the TIR procedure at the national level. Such examples are indispensable for capacity-building and training activities. Meanwhile, the secretariat has prepared and published a new edition of the TIR Handbook in all UN official languages. The Handbook includes not only the full text of the TIR Convention, but also comments, recommendations and numerous examples of best practices.

#### **4. Working Party on Road Traffic Safety (WP.1) and Working Party on Road Transport (SC.1)**

##### *Road traffic safety*

33. Road traffic injuries are a major social, economic, development and public health problem. Road crashes claim the lives of more than 1.3 million people and at least 50 million people are injured every year. Road crashes typically account for 1 to 3 per cent of a country's GDP.

34. In 2010, UNECE celebrated the sixtieth anniversary of road safety activities through the organization of a joint meeting of the Working Party on Road Traffic Safety (WP.1) and the Working Party of Road Transport (SC.1), held in Geneva, on 29 September 2010. The coming seventh decade 2011-2020, coincides with the Decade of Action for Road Safety

proclaimed by the United Nations General Assembly Resolution 64/255 in March 2010, with the goal of reducing the level of road fatalities around the world by increasing activities at the national, regional and global levels. The resolution recognized the work of the United Nations regional commissions in increasing their road safety activities and welcomed the conclusions and recommendations of their project “Improving road safety: setting regional and national road traffic casualty reduction targets”. It also invited the regional commissions and the main road safety stakeholders to prepare the Plan of Action.

35. UNECE pioneered road safety activities in the United Nations system with the establishment of an Ad Hoc Working Group on the prevention of road accidents in 1950. In 1988, WP.1, an intergovernmental body, was established. Today, UNECE’s WP.1 is the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. The Conventions on Road Traffic and on Roads Signs and Signals of 1968, and other UNECE legal instruments addressing the main factors of road crashes i.e. the road user behaviour, the vehicle and the infrastructure, are real contributors to improved road safety. Many countries around the world have become Contracting Parties to them and benefit from their implementation. These Contracting parties are also the key driving forces to keeping these international road safety conventions up-to-date. UNECE also supports the development and promotion of best road safety practices and the organization of road safety weeks and other awareness raising events.

36. Following a successful partnership with the International Basketball Federation (FIBA) and FIBA Europe reflected in the “EuroBasket 2009 Declaration for Road Safety”, UNECE and FIBA launched a new road safety information campaign in 2010 to coincide with the Basketball World Championship held in Turkey. The campaign’s motto “We play and drive by the rules” was developed to inform people around the world – especially the young people who are basketball fans or play basketball themselves – to encourage respect for the rules, on the road as well as on the court. This campaign was organized with the support of the Turkish Basketball Federation, the Spanish Basketball Federation and the Turkish National Police.

37. In November 2010, UNECE and the Black Sea Economic Cooperation (BSEC) co-organized under the Greek Chairmanship-in-office of BSEC and the auspices of the Hellenic Ministry of Infrastructure, Transport and Networks, the “Conference on Improving Road Safety in the BSEC Region”. The Conference, held in Ioannina, Greece, provided an effective platform for experts to discuss measures for improving road safety and for sharing best practices. The Conference participants endorsed the “Ioannina Declaration”, reaffirming the importance of addressing the road safety issue as a matter of urgency, at national and regional levels and inviting the BSEC countries to set national casualty reduction targets for the Decade and the BSEC bodies to consider setting a regional casualty reduction target of halving the overall number of road deaths in the region by 2020 (compared with 2010), and setting appropriate implementation monitoring mechanisms. At its twenty-third meeting, on 26 November 2010, the Council of Ministers of Foreign Affairs of the BSEC Member States commended the organizers of the conference for this initiative and recommended the relevant BSEC Working Groups to consider the conference conclusions.

38. In 2010, modernized versions of the consolidated resolutions on road traffic (R.E.1) and on road signs and signals (R.E.2) were published.

#### *Digital tachograph*

39. Another key aspect of road safety is the issue of driving and rest times of professional drivers. This is regulated by the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) which stipulates the

use of the digital tachograph device to monitor the driving and rest periods of professional drivers. Under the AETR and relevant EU Regulations, the device became mandatory for EU member States in June 2006 and was to become mandatory to non EU-AETR Contracting Parties on 16 June 2010 (following a four-year transition period). In spite of efforts made and measured progress achieved towards implementing the digital tachograph, some of the non-EU Contracting Parties appeared not to be ready to meet the 16 June deadline. As a result, an extraordinary session of UNECE's Working Party on Road Transport (SC.1) was held in April 2010 to seek practical solutions. The Contracting Parties reached an agreement for a package of measures and the six-month tolerance period ending on 31 December 2010. The "tolerance package" defined the conditions to be adhered to by the drivers of vehicles registered in countries that failed to observe the deadline in order to be allowed to enter the territory of complying States until the end of this year without being subject to fines or denial of entry.

## 5. Working Party on Transport Trends and Economics (WP.5)

### *Euro Asian Transport Links (EATL)*

40. The UNECE continued to work closely with governments of the Euro-Asian region to develop Euro-Asian Transport Links (EATL). In 2008, the EATL Expert Group was created to contribute to the implementation of commitments originating from the "Joint Statement on Future Development of Euro-Asian Transport Links" signed by Ministers of Transport on 19 February 2008 in Geneva. In general, the EATL Expert Group assists in developing efficient, safe and secure Euro-Asian connections that could provide additional inland transport options for trade flows between Europe and Asia.

40. In 2010, the EATL Expert Group held two sessions and organized two technical field visits to: the International Intermodal Logistics Centre and Free Industrial Economic Zone at Navoi in Uzbekistan and the port Turkmenbashy in Turkmenistan. The Navoi Centre is strategically positioned between China and Europe and is competing to become an important Central Asia transit hub while the port of Turkmenbashy is one of the key locations linking Central Asia and the Caucasus.

41. Throughout 2010, the Expert Group continued to elaborate studies concerning key Euro-Asian transport issues related to EATL Strengths - Weaknesses - Opportunities - Threats (SWOT). Experts and consultants were also engaged in identifying infrastructure road, rail and inland waterway routes; in prioritizing infrastructure investment; in estimating transport volumes along the EATL routes; in studying the economic viability of maritime and inland transport options between Asia and Europe; in describing and analyzing non-physical obstacles to international transport and in developing a GIS internet application to present the collected transport data. Upon the completion of these studies, a unique EATL research database will be produced containing: internationally agreed EATL routes, a list of priority infrastructure investments, data on obstacles to transport and the GIS internet application to display this database. In addition, the work of EATL EG made it possible to develop and pursue a "North-South demonstration block train proposal (Mumbai-Bandar Abbas-St. Petersburg)" which will aim at promoting regular and commercially viable inter-modal transport operations along that route.

### *Climate Change Impacts on International Transport Networks*

42. Climate change poses a serious threat to human development and prosperity, with implications for water and food security, transport infrastructure, human health, biodiversity, migration, global trade and security. Given the magnitude of the challenge, it is imperative that climate change impacts and related adaptation requirements be considered as a matter of priority along with initiatives aimed at mitigating global warming



and climate change. A better understanding of climate change impacts, risks and vulnerabilities is a pre-condition to well-designed and effective adaptation response measures that enhance the resilience of systems, structures and processes and minimize the adverse effect of climatic factors.

43. As part of series of UNECE activities focused on climate change and transport, an one day Workshop on “Climate Change Impacts on International Transport Networks” was jointly organized by UNECE and UNCTAD, as part of the 23<sup>rd</sup> session of WP.5, in Geneva, on 8 September 2010, aimed at raising awareness among UNECE and UNCTAD member States, transport industry stakeholders, and non-governmental organizations about the potentially important challenges that climate change impacts and adaptation requirements present for international transportation - a complex set of issues that has so far received little attention.

44. The 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. The Workshop conclusion included that there is considerable merit in establishing a new Expert Group (government, transport and climate experts) to further study, under the auspices of the Working Party on Transport Trends and Economics for a limited duration, the impacts of climate change on international transport networks and the corresponding adaptation requirements. The Inland Transport Committee at its 73<sup>rd</sup> session would decide on the formation of the new Expert Group.

#### **6. Working Party on Rail Transport (SC.2)**

45. The Working Party on Rail Transport has prepared a road map and strategy towards unification of railway law in the pan-European region and along Euro-Asian transport corridors with the objective to allow direct carriage of cargo by rail under a single regime from the Atlantic to the Pacific. All other transport modes (road, inland water, sea and air) operate already for many years under such standard rules. This new railway strategy of UNECE, adopted by the Inland Transport Committee, foresees a gradual step-by-step approach starting with the preparation of a Memorandum of Understanding (MoU) that provides the necessary Governmental framework for general terms and conditions for Euro-Asian rail transport contracts prepared in parallel by the industry.

46. 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 by experts under the auspices of OSJD, OTIF and CIT.

47. The Committee may wish to approve the establishment of an Expert Group on this subject. The Expert Group is scheduled to meet twice in 2011 and will report to the Working Party on Rail Transport.

#### **7. Working Party on Inland Water Transport (SC.3)**

48. The Working Party on Inland Water Transport has finalized the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe. The White Paper provides a pan-European vision on the future development of inland navigation in the UNECE region, 15 years after issuance of the first UNECE White Paper on this subject.

49. The White Paper, endorsed by the Inland Transport Committee, analyses the development of the inland waterway network under 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 to promote the use of inland water transport and puts forward policy recommendations.

50. The Working Party on Inland Water Transport also updated several resolutions on the technical and safety requirements applicable to inland navigation in the ECE region, namely: Resolution No. 22 on Signals and Signs on Inland Waterways, Resolution No. 61 on Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, Resolution No. 25 on Guidelines for Passenger Vessels also Suited for Carrying Persons with Reduced Mobility and Resolution No. 40 on International Certificate for Operators of Pleasure Craft.

#### **8. Working Party on Intermodal Transport and Logistics (WP.24)**

51. Following conclusion of the ITC policy oriented segment on inland water transport in February 2010, the Working Party on Intermodal Transport has prepared concrete proposals to promote intermodal transport by inland waterways, mainly container transport (ECE/TRANS/WP.24/127).

#### **9. Working Party on the Transport of Perishable Foodstuffs (WP.11)**

52. 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).

53. 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 multi-compartment multi-temperature equipment.

54. At its sixty-sixth session (9-12 November 2010), the 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). It also adopted draft terms of reference and rules of procedure (ECE/TRANS/WP.11/222/Add.1).

#### **10. Inland Transport Security Discussion Forum**

55. Inland transport is the weakest link in global supply chains and, compared to other modes of transport, inland transport security does not receive adequate attention. Following the ITC's endorsement of recommendations made by the UNECE Multidisciplinary Inland Transport Security Expert Group on how to enhance inland transport security in the UNECE region, the secretariat prepared a two-day "Inland Transport Security Discussion Forum" in January 2010, in partnership with the Service Public Fédéral Mobilité et Transports of Belgium, the International Road Transport Union (IRU), the International Union of Railways (UIC) and the Transported Asset Protection Association (TAPA).

56. The security challenges facing inland transport range from terrorism, smuggling and trafficking to organized crime, petty theft and vandalism. To combat these problems, participants highlighted the need for freight security standards, driver training on security matters, government legislation and cooperation and the sharing of best practices across borders. The two day meeting brought together about 100 representatives of governments, international organizations and the private sector to raise awareness for the issues, share experiences and discuss risk assessment and cost-benefit challenges.

#### **11. Sub-regional cooperation projects**

57. Following the release of the **Trans-European Motorway (TEM) and the Trans-European Railway (TER) Master Plan** in 2005, which provided a regionally harmonized investment strategy for developing the road and rail transport backbone networks in 21

Central, Eastern and South-Eastern European countries, UNECE has been monitoring its implementation. In 2007, the first progress report on the implementation of the priority projects identified by the TEM and TER Master Plan was produced (with a comparison report of the Master Plan Backbone Networks with the E-Networks as well as with those developed under the auspices of the EU and other international institutions).

58. In 2008, in view of important political and economic changes in the sub-region, countries participating in UNECE TEM and TER projects initiated the process of revision of the Master Plan. In the course of this revision, the Expert Group, composed of national coordinators of all participating countries established to steer the revision process, met five times and updated the priority projects identified by the TEM and TER Master Plan released in 2005. New projects were assessed, TEM and TER backbone networks were accordingly updated and, based on inputs prepared for the revised Master Plan, a conference on Financing road and rail infrastructure was held in Vienna on 17 November 2010. The final draft of the revised Master Plan will be submitted for the approval to the seventy-third session of the Inland Transport Committee in March 2011.

## **12. Supporting initiatives and programmes of other United Nations bodies**

59. UNECE continued supporting the implementation of the Almaty Programme of Action (APA). The UNECE Executive Secretary participated in the 6th Inter-Agency Consultative Group meeting on the Implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries on 2 November 2010 in New York City. The meeting was a forum to review and share an update on the activities international organizations are undertaking to advance the implementation of the Almaty Programme of Action following its mid-term review in 2008.

## **13. Transport, health and environment**

60. The Steering Committee of the Pan-European Programme on Transport, Health and Environment (THE PEP) organized on 8 December 2010, as part of a new initiative to further engage the three sectors, 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).

61. In 2010 two capacity building workshops were organized under THE PEP, jointly serviced by the UNECE Transport and Environment Divisions and by WHO/Europe. One workshop “Working together to make things happen” was held in Skopje on 7-8 June 2010 focusing on integrated policy approaches to sustainable urban transport. Another workshop was held in Batumi (Georgia) (30 September - 1 October 2010) under the topic “Safe and healthy walking and cycling in urban areas”. Both workshops were supported by renowned experts from Austria, Belgium, Czech Republic, Germany, France, Latvia, Netherlands and WHO.

## **II. Major activities planned for the forthcoming 12 months**

62. Overall, the short-term plans in the field of inland transport will be to continue improving efficiency, safety, environmental protection and security. This will be done by amending the relevant UNECE international legal instruments in cooperation with various United Nations agencies, other international organizations as well as non governmental organizations (NGOs) representing the transport and transport equipment industry, business, road users and consumers.

63. Concerning **border crossing facilitation**, the objectives for 2011 will be to continue monitoring and capacity-building activities regarding the Harmonization Convention as well as to ensure the soon entry into force of a new Annex 9 on rail crossing facilitation. A major challenge for the TIR Convention in 2011 will be to improve good governance and financial transparency of the TIR system by means of introduction in the text of the TIR Convention of audit requirements for the authorized international organization. For the eTIR project, the financial implications of eTIR will be addressed. The Working Party should also reach a consensus with regard the preparation of legal provisions aimed at the introduction of eTIR, namely 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.

64. In the area of **transport of dangerous goods and the GHS**, the secretariat will have to prepare the report of the Secretary-General on the work of Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals during the biennium 2009-2010 for submission to the Economic and Social Council at its 2011 substantive session. As a result of the work of this Committee, it will have to prepare and publish before the end of 2011 a 17<sup>th</sup> revised edition of the United Nations Recommendations on the Transport of Dangerous goods, Model Regulations, a 4<sup>th</sup> revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals(GHS), and amendments to the 5<sup>th</sup> revised edition of the Recommendations on the Transport of Dangerous Goods (Manual of Tests and Criteria. The Committee will start a new biennium of work, with two sessions for each of its two sub-committees in 2011.

65. The main challenge for the UNECE Working Party on the Transport of Dangerous Goods will be to adapt the **European legal instruments related to inland transport of dangerous goods** (ADR,RID and ADN) to these new United Nations recommendations so that they can be implemented by 1 January 2013, bearing in mind that many non-European States will do the same for their national legislation, while both the International Maritime Organization (IMO) and the International Civil Aviation Organization will also do the same in respect of their own legal instruments dealing with transport of dangerous goods by sea and air. For transport of dangerous goods by inland waterways, the main challenge will be to finalize a catalogue of questions (and standard answers) for use by administrations in charge of organizing the examination of experts which are required to be on board inland navigation tank-vessels carrying gases or chemicals in bulk. Attention is drawn also to the fact that the theme for the policy-oriented segment of the 73<sup>rd</sup> session of the Inland Transport Committee will be "Transport of dangerous goods: Global and regional dimensions" (1 March 2011).

66. With regard to **transport and competitiveness**, following the proposal of the Working Party on Transport Trends and Economics, the Inland Transport Committee approved the outline of the project "Supply chain challenges for national competitiveness through transport" in February 2010. The secretariat will carry out this project and, in view of its specific nature, with the assistance of external consultants, shall complete the timeline of the project as scheduled by September 2011. The new methodological framework for the measurement of supply chain efficiency of national transport system developed by the project will be launched by the Inland Transport Committee in February 2012.

67. In the area of road safety, the UNECE will work towards the implementation of the United Nations General Assembly resolution 64/255. More specifically, the UNECE will contribute to the preparation and implementation of a Plan of Action of the Decade and encourage governments to set their own road traffic casualty reduction targets and will

contribute to their monitoring. The UNECE will also encourage its member to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour and post-crash care. Moreover emerging issues such as safety at rail and road interfaces (eg., level crossings), multidisciplinary crash investigation, proposals to amend the Convention on Road Signs and Signals (1968) to include Variable Message Signs and to the Convention on Road Traffic, 1968, so as to incorporate the positive effect of technical progress contained in corresponding vehicle technical regulations, would be among the targeted activities of the UNECE in the field of road safety.

68. Regarding **road transport**, the UNECE secretariat will strive to ensure the full implementation of the digital tachograph in all non-EU Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). Following the expected entry into force of amendments to the European Agreement on Main International Arteries (AGR), the UNECE will encourage the establishment and implementation of 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. The UNECE will work towards finalizing a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS) and will promote further ratifications of the Additional Protocol to the CMR concerning the Electronic Consignment Note to ensure its entry into force.

69. The Group of Experts on **Euro-Asian Transport Links** (EATL) will continue its work in further developing the EATL Project Phase II aiming at co-ordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analyzing economically viable inland transport options, examining non-physical obstacles and collecting transport flows data in the EATL region; strengthen national capacities; share experience and best practices along the Euro-Asian transport routes; and further develop and update Geographic Information System (GIS) database.

### **III. Proposed changes to the subsidiary structure of the Committee**

70. In 2010 the mandate of Group of Experts on Euro-Asian Transport Linkages was extended by two more years (till 2012). The Inland Transport Committee is expected to propose the establishment of two new Expert Groups for a limited duration of two years as follows:

(a) Under auspices of the Working Party on Transport Trends and Economics (WP.5) an Expert Group, to further study the impacts of climate change on international transport networks and the corresponding adaptation requirements.

(b) Under auspices of the Working Party on Rail Transport (SC.2) an Expert Group towards unified railway law in the pan-European region and along Euro-Asian transport corridors.

### **IV. Implementation of the WorkPlan on UNECE Reform**

71. Chapter III of the workplan on UNECE reform (E/ECE/1434/Rev.1, paras. 35 to 39), requests ITC to strengthen a number of areas of work and activities and to submit proposals thereon to the Executive Committee. The following paragraphs provide a basis for addressing these priorities and proposals.

72. Closer cooperation with the Committee on Trade in the areas of **trade and transport facilitation** is being pursued as these topics seem most appropriate (as elaborated in ECE/TRANS/2008/3) and contain a road map about the strengthening of border crossing and trade facilitation activities, prepared jointly by the trade and transport divisions.

73. With regard to **Transport, Health and Environment Pan-European Programme (THE PEP) and ITC** with the Committee on Environmental Policy and in collaboration with the World Health Organization (WHO-Europe), is further strengthening activities related the THE PEP and environmental aspects of transportation. The UNECE and WHO/Euro secretariats continued their substantive and administrative support for the Transport, Health and Environment Pan-European Programme (THE PEP) to ensure that the mandated activities stipulated in the Amsterdam Declaration, adopted at the Third High-level Meeting on Transport, Health and Environment (22-23 January 2010) could be carried out in a timely manner. The new THE PEP implementation mechanisms introduced through the Amsterdam Declaration, namely National Transport, Health and Environment Action Plans (NTHEAPs), THE PEP relay races and THE PEP Partnerships have provided the necessary means to streamline and focus work undertaken under THE PEP until the Fourth High-level Meeting in 2014.

74. The work on **Euro-Asian transport links (EATL)**, one of the main areas of activity identified in the reform proposal for the transport sub programme, continued its work under EATL Phase II through the activities of WP.5 and its subsidiary ad hoc Group of Experts on EATL. The Government of Russia has provided extra-budgetary funding to support among others EATL activities. The group, consisting of designated National Focal Points from 27 countries and experts from international organizations and bodies concerned met 2 times in 2010 (in Geneva, September, and Tashkent November 2010) and successfully implementing a well elaborated and focused programme aimed at the coordination and monitoring of the Euro-Asian Transport Links.

75. Concerning the **strengthening of the TIR Convention and improving transparency**, following the audit by the United Nations Office of Internal Oversight Services (OIOS) of the UNECE-International Road Transport Union (IRU) agreement, UNECE has expeditiously undertaken every effort to implement the OIOS recommendations. The only outstanding recommendation concerns the introduction of a new part III to Annex 9 of the Convention on the conditions and requirements for the authorization of an international organization and is still under discussion by the Working Party on Customs Questions affecting Transport (WP.30). To ensure good governance and full financial transparency, a substantial majority of Contracting Parties is of the opinion that the above conditions and requirements should include strict audit provisions for the authorized international organization.

## V. Intersectoral activities within UNECE

76. In addition to well-established intersectoral cooperation between ITC and other UNECE Sectoral Committees such as the Committee on Trade, the Committee on Environmental Policy and the Committee on Sustainable Energy, cooperation with other committees has also been strengthened. Several new cross-sectoral initiatives will be embarked upon in 2011 while those already existing will be strengthened. Among others, initiatives with the Environment, Housing and Land Management Division and the WHO-Europe in the framework of the PEP; with the UNECE Trade and Timber Division to leverage the cooperative results achieved so far in trade and transport facilitation; with the Sustainable Energy Division to improve energy efficiency in transport and to be more

responsive to global warming concerns; and with the Statistics Division to further improve the collection and delivery of transport statistics.

## VI. Systematic review of technical co-operation activities

77. The activities of ITC have helped to strengthen the capacity of countries with economies in transition to implement UNECE legal instruments on transport, facilitate international transport in the UNECE region and promote intercountry cooperation towards the development of pan-European transport networks and Euro-Asian transport links. It contributed, inter alia, through active participation and submission of papers, to a number of international activities and forums, towards the development of European Transport infrastructure, as well as of Euro-Asian Transport Links and the accession to and implementation of UNECE legal instruments in transport.

78. Technical cooperation activities have been promoted also through assistance offered to TEM and TER Projects work, which in 2010 focused on monitoring the implementation of their Master Plan, including its Revision that started in June 2008 and was completed in 2010.

79. ITC continued supporting the United Nations Special Programme for the Economies of Central Asia (SPECA) Transport Infrastructure and Border Crossing Facilitation Working Group (PWG-TBC), established in 1998 within the framework of the SPECA Tashkent Declaration. At its 15th session held in Almaty, 7-8 April 2010 the SPECA PWG-TBC project discussed transport infrastructure and facilitation issues, including national infrastructure development programmes, development of unified railway law, UNECE and UNESCAP legal instruments, road safety, AETR (digital tachograph), border-crossing issues, PPP financing, Euro-Asian container traffic trends and reviewed the transport situation in SPECA countries.

## VII. Cooperation with other organizations

80. With the objective to increase the impact of its work, the Transport Division continues to collaborate with all relevant transport organizations in Europe and beyond.

81. Cooperation with the **European Commission** is continuing and further strengthened in a variety of transport issues dealt with by ITC. UNECE provides the European Union (EU) with a suitable forum to consult with non-EU countries. The need for such a consultation is particularly evident when EU legislation has an extra-territorial impact or an extra-territorial application (and for international inland transport that is frequently the case). Conversely, when EU carries out consultations with major stakeholders - particularly in the process of preparing new legislation - UNECE may reflect on the implications beyond EU. Moreover, as a result of EU participation in the elaboration of UNECE vehicle regulations, EU has initiated migration of the EU vehicle regulatory framework to UNECE vehicle regulations. EU is already applying more than 100 vehicle Regulations set up by the UNECE World Forum. The same applies for inland transport of dangerous goods, where the EU legislation requires member States to apply the requirements of the international legal instruments applicable to international transport (ADR, RID and ADN) to domestic and intra-community traffic. Other areas of UNECE-EU co-operation include: the introduction of a digital tachograph under AETR Agreement, road safety and transport statistics.

82. **Cooperation among the United Nations regional commissions** is particularly strong in the field of road safety. A cooperation road map was discussed first at the regional commissions' retreat in Turin, in August 2008, and was finalized and agreed in November

2008, during a regional commissions' coordination meeting that took place on the occasion of the joint WP.1 and UNRSC meeting. Through common efforts the regional commissions contribute in the work of the UNRSC led by WHO, in which during 2010 UNECE holds the vice chairmanship. Moreover, the regional commissions contributed jointly in the drafting of the General Assembly resolution 64/255 proclaiming the period 2011-2020 as the Decade of Action for Road Safety and the Decade Action Plan. Partnership with other United Nations regional commissions is continuing, and is expected to extend under the joint UNDA project on Global Warming and Transport. UNECE - UNESCAP collaboration is continuing on the Euro-Asian Transport Links project and transport facilitation.

83. In intermodal transport and logistics, rail transport, statistics and road safety UNECE has cooperated with the **International Transport Forum (ITF)** - previously called European Conference of Ministers of Transport (ECMT) - under relevant ECMT working groups. As these working groups were discontinued, UNECE was given an opportunity to play a role in carrying on the work by providing the only intergovernmental forum for 56 countries to exchange information and best practices in these areas and by serving as a technical forum to develop common positions on issues of interest to transport ministers. Conversely, as a political forum, ITF, will help in promoting the implementation of UNECE legal instruments. In this context, UNECE continued to provide input to the annual ITF Ministerial Forum. UNECE contributed to the ITF Forum, held in Leipzig, in May 2010 by organizing a side event on the future deployment of Intelligent Transport Systems (ITS), 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 the dialogue among the key stakeholders and facilitate an early solution to current impediments.

84. Cooperation with the **Black Sea Economic Cooperation Organization (BSEC)** is promoted in accordance with the cooperative agreement between UNECE-BSEC, signed in 2001. UNECE has assisted in the process of harmonization of national transport legislation of BSEC member States. Furthermore, UNECE contributed to the coordinated development of transport infrastructure in the BSEC region through the elaboration of the TEM and TER Master Plan, as well as through the development of Euro-Asian transport links, including through the BSEC region. UNECE participated at the BSEC Meeting of the Ministers of Transport held in Sofia on 14-15 April 2010, providing information on the results of ongoing activities under UNECE of interest to BSEC Member States. In their joint "Sofia Declaration on Strengthening the Cooperation in the Field of Transport in the BSEC Region" of 15 April 2010, the Ministers of BSEC Member States, acknowledging the significance for the BSEC region of the historical resolution 64/255 adopted by the GA in March 2010 aimed at strengthening action to reduce deaths and injuries from road traffic crashes worldwide and proclaiming 2011-2020 as the Decade of Action for Road Safety, encouraged joint activities of BSEC and UNECE in addressing transport related issues, including road safety. Following this, a joint UNECE – BSEC Conference on Improving Road Safety in the BSEC Region was organized in Ioannina, Greece, on 18 – 19 November 2010, under the Greek Chairmanship-in-office of BSEC. Kindly hosted and sponsored by the Chamber of Ioannina and the Hellenic Chambers Transport Association (HCTA), under the auspices of the Ministry of Infrastructure, Transport and Networks of Greece, the Conference has contributed towards the implementation of the UN Decade of Action for Road Safety in the BSEC region and the tangible results produced by the recently finalized UNECE project on "Improving global road safety: setting regional and national road traffic casualty reduction targets". More than 100 participants from BSEC countries, government and non governmental organizations, academia, and businesses that attended the conference adopted the "Ioannina Declaration", inviting BSEC Member States to set their own national road traffic casualty reduction targets to be achieved by the end of the Decade, and the BSEC bodies to consider setting the BSEC regional casualty reduction target of halving the



overall number of road deaths in the BSEC region by 2020, starting in 2010, and setting appropriate implementation monitoring mechanisms. The Ioannina Declaration was considered by the Council of Ministers of Foreign Affairs of BSEC, held in Thessaloniki in the end of November 2010.

85. Cooperation is also being promoted with **Economic Co-operation Organization (ECO)** in the framework of which a regional EATL workshop was organized in Tehran in partnership between the two organizations. A new partnership agreement is being prepared aimed at strengthening UNECE-ECO cooperation in the field of transport and discussions for the joint development of transport projects are underway.

86. Cooperation with the **Organization for Security and Cooperation in Europe (OSCE)** is undertaken in accordance with the memorandum of understanding between UNECE-OSCE, signed in 2004. OSCE-UNECE cooperation continues in the area of transport facilitation and capacity building, as well as through the reviews of the implementation of OSCE transport commitments, promotion of more effective implementation of the "Harmonization Convention". Transport was a priority for the Kazakh 2010 OSCE Chairmanship in the Economic and Environmental Dimension. Every year, the UNECE undertakes reviews of the implementation of commitments as part of the annual OSCE Economic and Environmental Forum (EEF). In 2010, the UNECE submitted a transport review for consideration by the OSCE participating States (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).) In addition, the UNECE actively contributed to the EEF process (sessions in Astana, Vienna and Prague). The UNECE staff delivered presentations promoting accession to and effective implementation of UNECE's legal instruments in the area of transport infrastructure and border crossing facilitation. Particular attention was paid to promoting the enhanced monitoring of implementation of conventions and international agreements. In November 2010, the UNECE Transport Division as part of the Euro-Asian Transport Links (EATL) initiative held an EATL session in Tashkent (organized in partnership with the Office of the OSCE Project Coordinator in Tashkent and the Ministry of Foreign Economic Relations, Investments and Trade of the Republic of Uzbekistan). The meeting included a study tour to the International Intermodal Logistics Centre and Free Industrial Economic Zone in Navoi in Uzbekistan. Also in November, a session of UNECE's Working Party on Rail Transport was hosted in Vienna by the Government of Austria and the OSCE. In December 2010, there was a joint OSCE/UNECE Inter-regional Workshop on Developing Euro-Asian Transport Links in Turkmenbashi, Turkmenistan. The UNECE Transport Division also supported the newly established OSCE Border Management Staff College in Dushanbe. The College provides training programs to high level customs, border and transport officials. The first training session was scheduled to take place in November 2010 and its curriculum includes courses on trade and transport facilitation. Two UNECE trainers will deliver these courses. The OSCE-UNECE Handbook of Best Practices at Borders is ready in draft and it is going to be finalized by the end of 2010.

87. Cooperation with WHO continued on road safety and THE PEP. United Nations Environment Programme (UNEP) and IPIECA support the activities of the World Forum on fuel quality and actively participate in the development of recommendations or standards on market fuel quality. In December 2008, a MoU on strengthened cooperation in the field of transport between UNECE and EU funded project, Transport Corridor Europe Caucasus Asia (TRACECA), was signed in Baku. In rail, inland waterway and transport of dangerous goods, ITC also cooperates closely with regional or international organizations, notably OTIF, Organization for Cooperation of Railways (OSJD), Central Commission for Navigation on the Rhine (CCNR), Danube Commission, International Maritime Organization (IMO), International Civil Aviation Organization (ICAO) and International Atomic Energy Agency (IAEA). Cooperation is also continued with a number of other organizations, including Organization for Economic Cooperation and Development

(OECD), World Bank, International Labour Organization (ILO) and United Nations Institute for Training and Research (UNITAR).

## **VIII. Cooperation with private sector and non governmental organizations**

88. ITC and the secretariat are vigorously continuing efforts to engage the private sector and NGOs not only in technical work, but are also exploring possibilities for obtaining additional financing for new programme activities.

89. One of the most successful examples of ITC cooperation with the private sector is its cooperation with the IRU as the effective implementation of the TIR Convention hinges upon public-private co-operation. In particular, Contracting Parties to the TIR Convention periodically authorize IRU to organize and manage an international guarantee system, which is one of the crucial elements of the TIR procedure.

90. Another successful partnership is that with FIBA and FIBA Europe reflected in signing the “EuroBasket 2009 Declaration for Road Safety”. This initiative was scaled up at global level through the launching of the UNECE - FIBA communication campaign under FIBA Basketball World Championship, held in Turkey, August - September 2010. The campaign’s motto “We play and drive by the rules” was organized with the support of the Turkish Basketball Federation (TBF), the Spanish Basketball Federation (FEB) and the Turkish National Police (TNP) and received a wide Media coverage.

91. Moreover, cooperation has continued with the Greek Chambers of Commerce and Industry through hosting and sponsoring a prestigious UNECE-BSEC Conference on Road Traffic in the BSEC region, in Ioannina, in November 2010.

## **IX. Gender mainstreaming**

92. Following the request of the Executive Committee, the Inland Transport Committee requested all subsidiary bodies to review gender aspects relevant to their work programme and to ensure that gender is effectively mainstreamed into relevant areas of the Programme of Work of the Committee.



Annex

	Infrastructure networks			Road traffic and road safety										Vehicles			Other Legal Instruments Related to Road Transport					Inland navigation					Border crossing facilitation							Dangerous goods & special cargoes																														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	-	53	54	55	56	57						
<b>SOUTH EASTERN EUROPEAN STATES</b>																																																																
<b>Albania</b>		X	X	X			X	X			X	X			X	X		X	X	X		X	X	X	X											X	X	X	X								X	X								X								
<b>Bosnia and Herzegovina</b>	X	X	X			X		X			X	X	X			X	X	X		X	X	X		X	X	X										X	X	X													X	X						X						
<b>Croatia</b>		X	X	X		X		X			X	X				X	X			X			X		X										X	X	X	X	X										X				X	X										
<b>Republic of Montenegro</b>	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X			S	X	X	X			X	X	X	X	X	X					X	X	X	X				X	X	X			X								
<b>Serbia</b>	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X			S	X	X	X			X	X	X	X	X	X							X	X	X	X				X	X	X									
<b>The FYR of Macedonia</b>		X	X	X		X		X			X	X	X			X	X			X	X			X	X								X	X	X	X	X										X	X	X					X										
<b>Turkey</b>	X	X	X	X		X										X		X		X		X		X									X	X	X	X	X				X		X							X														
<b>COMMONWEALTH OF INDEPENDENT STATES</b>																																																																
<b>Armenia</b>		X					X														X																X		X													X	X				X							
<b>Azerbaijan</b>		X					X										X		X		X															X		X																			X							
<b>Belarus</b>		X	X	X		X				X	X	X				X		X	X		X				X			X	X	X														X							X						X							
<b>Georgia</b>		X		X		X	X			X	X	X				X		S																	X	X	X													X	X					X								
<b>Kazakhstan</b>		X		X			X			X						X				X							X																		X												X							
<b>Kyrgyzstan</b>						X	X	X	X																		X	X									X	X								X								X										
<b>Republic of Moldova</b>		X	X	X		X				X	X	X							X	X	X	X	X												X	X																			X	X				X				
<b>Russian Federation</b>		X	X	X		X	X	X	X	X	X	X				X		X	X	X	X						X				X							X	X	X	X							X							X	X				X				
<b>Tajikistan</b>							X		X																										X																													
<b>Turkmenistan</b>							X		X											X							X	X																																				
<b>Ukraine</b>		X	X	X		X		X		X	X	X				X		X	X	X						X																													X	X				X	X			
<b>Uzbekistan</b>							X		X											X						X	X	X																								X	X	X										X

Legend: X = Ratification, accession, definite signature; S = Signature;







