



# Economic and Social Council

Distr.: General  
15 June 2012

Original: English

## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-fourth session

Geneva, 28 February–1 March 2012

### Report of the Inland Transport Committee on its seventy-fourth session

#### Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Chair .....	1	4
II. Attendance .....	2–8	4
III. Adoption of the agenda (agenda item 1) .....	9	5
IV. Matters arising from the sixty-fourth session of the United Nations Economic Commission for Europe (UNECE), the Economic and Social Council and other United Nations bodies and Conferences (agenda item 2) .....	10–14	5
V. Review of the transport situation in UNECE member countries and emerging development trends (agenda item 3) .....	15–21	6
A. Transport developments in the European Union.....	15	6
B. Developments related to the work of the International Transport Forum.....	16	6
C. Developments related to the Organization for Security and Co-operation in Europe (OSCE).....	17–19	6
D. Review of the transport situation and emerging trends in ECE region.....	20–21	6
VI. Climate change and transport (agenda item 4).....	22–26	7
A. Mitigation of environmentally harmful effects of inland transport.....	22–23	7
B. Impacts of climate change on international transport networks and adaptation requirements .....	24–26	7
VII. Assistance to countries with economies in transition (agenda item 5).....	27–28	8
VIII. Transport, Health and Environment Pan-European Programme (THE PEP) 2011 Symposium: “Inclusive and Innovative Urban Mobility” and environmental aspects of transport (agenda item 6).....	29–30	8

IX.	Round table discussion on Intelligent Transport Systems (ITS) (agenda item 7) ...	31–32	9
X.	Meeting of the Chairs of the Committee’s subsidiary bodies on the review of UNECE reform and strengthening cooperation (one and one half hour restricted meeting for government delegates only) (agenda item 8) .....	33–34	9
XI.	Issues that need consideration and require decisions by the Committee (agenda item 9).....	35–85	10
A.	Project related activities.....	35–41	10
1.	Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects.....	35–36	10
2.	Euro-Asian Transport Links (EATL) Project.....	37–41	10
B.	Road transport.....	42–44	11
1.	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) .....	42–43	11
2.	Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note (e-CMR).....	44	11
C.	Road traffic safety.....	45–46	11
D.	Review of most important issues relating to rail transport .....	47–51	12
1.	Towards unified railway law .....	47–49	12
2.	Positioning of UNECE activities in rail transport .....	50–51	13
E.	Review of most important issues relating to inland water transport .....	52–53	13
F.	Transport and competitiveness .....	54	13
G.	Strengthening border crossing facilitation (Harmonization Convention, eTIR project and other customs transit facilitation measures).....	55–57	13
H.	Inland transport security .....	58–59	14
I.	Review of most important issues relating to the harmonization of vehicle regulations.....	60–64	14
J.	Market fuel quality .....	65	15
K.	Intelligent Transport Systems (ITS).....	66–67	15
L.	Review of most important issues relating to intermodal transport and logistics .....	68–69	16
M.	Review of the most important issues relating to the transport of dangerous goods .....	70–79	16
N.	Review of the most important issues relating to the transport of perishable foodstuffs.....	80–83	18
O.	Review of most important issues relating to transport statistics, including 2010 E-Road and E-Rail Traffic Censuses .....	84–85	19
XII.	Issues of an informative character and for formal approval by the Committee (agenda item 10).....	86–88	19
A.	Approval of the reports of the Committee’s subsidiary bodies.....	86	19

B.	Approval of the biennial evaluation of the Committee's work 2010–2011 ....	87	19
C.	Status of accession to international UNECE transport agreements and conventions .....	88	19
XIII.	Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 11).....	89–90	20
XIV.	New or amended Terms of Reference and Rules of Procedure of some of the Committee's subsidiary bodies (agenda item 12).....	91	20
XV.	Review of the UNECE reform and proposals for renewed (5-year) mandates of the Committee's subsidiary bodies (agenda item 13) .....	92	20
XVI.	Programme of work and biennial evaluation 2012–2013 and Strategic framework for 2014–2015 (agenda item 14).....	93	21
XVII.	Draft work plan 2012–2016 (agenda item 15) .....	94	21
XVIII.	Schedule of meetings in 2012 (agenda item 16) .....	95	21
XIX.	Election of officers for the Committee's sessions in 2013 and 2014 (agenda item 17).....	96–98	21
XX.	Composition of the Committee's Bureau in 2012 and 2013 (agenda item 18) .....	99–100	21
XXI.	Any other business. Date of next session (agenda item 19) .....	101–102	22
XXII.	Adoption of the list of main decisions of the seventy-fourth session (agenda item 20).....	103	22
Annexes			
I.	Round table discussion on “Intelligent Mobility – thinking about tomorrow’s transport” (28 February 2012).....		23
II.	“UNECE Road Map for promoting ITS–20 global actions 2012–2020” - Consolidated text.....		26

## I. Chair

1. The Inland Transport Committee (Committee) held its seventy-fourth session from 28 February to 1 March 2012 with Mr. Erdem Direkler (Turkey) as Chair.

## II. Attendance

2. Representatives of the following countries participated: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Cyprus, Czech Republic, France, Georgia, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Malta, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, Turkey, Ukraine, United States of America and Uzbekistan.
3. Representatives of the following countries also attended under Article 11 of the Terms of Reference of the UNECE: Japan and Mexico.
4. The European Union (EU) was represented.
5. Representatives of the following United Nations (UN) organizations and specialized agencies attended the meeting: International Labour Office (ILO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), United Nations Economic Commission for Africa (UNECA). The UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects were also represented.
6. Representatives of the following intergovernmental organizations also took part in the session: Centre for Transportation Studies for the Western Mediterranean (CETMO), Danube Commission (DC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Co-operation between Railways (OSJD), Organization for Security and Co-operation in Europe (OSCE) and Organization of the Black Sea Economic Cooperation (BSEC).
7. The following non-governmental organizations were represented: Fédération Internationale de l'Automobile (FIA), International Federation of Freight Forwarders Associations (FIATA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Rail Transport Committee (CIT), International Road Federation (IRF) and International Road Transport Union (IRU).
8. Representatives of the following bodies attended the meeting at the invitation of the secretariat: Austria Tech GmbH – Intelligent Transport Systems (ITS) Austria, Connekt – ITS Netherlands, EFACEC Engenharia e Sistemas SA – ITS Portugal, ERTICO, European network of city and regional public authorities (POLIS), Federal Highway Research Institute (BAST), ITS Russian Federation, ITS Network Germany, ITS South Africa, ITS Sweden, ITS United Kingdom, Kapsch TrafficCom AG, SINA S.p.A, Swedish Accident Investigation Board, the European Telecommunications Standards Institute (ETSI), TrafficSafe Ltd, the National Association for Telematics for Transport and Safety (TTS) Italia and the German Association of the Automotive Industry (VDA) – Continental Automotive GmbH.

### III. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/223 and Add.1

9. The Committee **adopted** the provisional agenda as prepared by the secretariat (ECE/TRANS/223 and Add.1).

### IV. Matters arising from the sixty-fourth session of the United Nations Economic Commission for Europe (UNECE), the Economic and Social Council and other United Nations bodies and Conferences (agenda item 2)

*Documentation:* E/2011/37–E/ECE/1462 and EXCOM Informal document No. 2011/5/Rev.1

10. The Committee was **informed** about the outcome of the sixty-fourth session of the United Nations Economic Commission for Europe (Geneva, 29–31 March 2011): the transport and trade infrastructure high-level segment, the new directions for UNECE activities, the UN Secretary-General's request for budget cuts and the launch of the review of the UNECE reform.

11. The Committee **noted** that the Commission had welcomed the implementation and achievements of the ECE reform adopted in December 2005 and underlined the importance of its first 5-year review that will take place in 2011–2012 according to guidelines found in document ECE/EX/1, with the view to drawing conclusions on the future work priorities of the ECE.

12. The Committee **also noted** that the Commission had requested the Executive Committee to duly consider the outputs of the discussion of its sixty-fourth session in reviewing the work programme of the ECE Sectoral Committees and the Sectoral Committees to consider the said outputs, as appropriate. The outputs of the discussion of the Commission session and the proposed modalities for the review of the work of the ECE as a follow-up to the Commission's session were circulated as document E/2011/37–E/ECE/1462 and EXCOM Informal document No. 2011/5/Rev.1, respectively.

13. The Committee was **informed** by the Director of the Transport Division of its contribution to the nineteenth session of the United Nations Commission on Sustainable Development (New York, 2–13 May 2011), as well as about the preparatory meeting of the RIO+20 (Geneva, 1–2 December 2011).

14. The Committee **considered** the matter in conjunction with items 8, 11 and 13 of the agenda and **called upon** its members to pay appropriate attention to transport issues in the context of preparing the forthcoming UN Conference on Sustainable Development, including by considering the possibility of inclusion of a Sustainable Development Goal on transport.

## **V. Review of the transport situation in UNECE member countries and emerging development trends (agenda item 3)**

### **A. Transport developments in the European Union**

*Documentation:* Informal document No. 1

15. The Committee was **informed** by the European Commission representative, Directorate-General for Mobility and Transport, about the most important legislative and policy initiatives in the field of transport undertaken by the EU in 2011.

### **B. Developments related to the work of the International Transport Forum**

*Documentation:* Informal document No. 2

16. The Committee was **informed** by the International Transport Forum representative about their latest work developments.

### **C. Developments related to the Organization for Security and Co-operation in Europe (OSCE)**

*Documentation:* Informal document No. 3

17. The Director of the Transport Division and the OSCE representative officially launched the Joint OSCE-UNECE Publication: Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective. This Handbook, financed by OSCE, contains numerous case studies from UNECE member States as well as a chapter on border crossing performance measurement techniques and may become a useful tool to promote facilitation at border crossings.

18. The Committee was **informed** by an OSCE representative about the latest developments in OSCEs work.

19. The Committee **welcomed** the joint OSCE-UNECE publication, thanked OSCE for this fruitful cooperation and expressed its wish that such cooperation would continue and further strengthen in the future.

### **D. Review of the transport situation and emerging trends in ECE region**

*Documentation:* Draft publication ECE/TRANS/229

20. The Committee **noted** the review of the transport situation in 2011 and emerging trends in ECE region (draft publication ECE/TRANS/229) that was prepared by the secretariat on the basis of a decision taken at the seventy-third session (ECE/TRANS/221, para. 14). The Committee also **noted** that at its twenty-fourth session, the Working Party on Transport Trends and Economics (WP.5) approved the transformation of the review into an annual publication on transport trends and economics in the ECE region (ECE/TRANS/WP.5/50, para. 31).

21. The Committee thanked WP.5 and the secretariat for preparing this useful and comprehensive report and all the governments who provided inputs, and **asked** the secretariat to prepare a similar report for the next session of the Committee.

## VI. Climate change and transport (agenda item 4)

### A. Mitigation of environmentally harmful effects of inland transport

22. The Committee was **informed** about the developments that took place in 2011 on the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account (UNDA). The project aims at developing and implementing a monitoring and assessment tool for carbon dioxide (CO<sub>2</sub>) emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The assessment tool, including the policy converter, may pave the way For Future Inland Transport Systems, thus it was named ForFITS. The Committee also **noted** the project achievements on providing an overview of statistical data collection and modeling efforts in the CO<sub>2</sub> emission mitigation. Moreover, the Committee **noted** the progress on developing an assessment model, on the basis of a uniform and transparent methodology, facilitating the evaluation and analysis of the emissions of CO<sub>2</sub> for future inland transport systems (road, rail and inland waterways). An international Experts Meeting took place in Geneva, 24 April 2012.

23. The Committee **expressed** its appreciation for the work carried out so far, **welcomed** and **encouraged** the forthcoming organization of the International Expert Meeting for Future Inland Transport Systems (ForFITS) that may contribute to further developing and implementing ForFITS in all UN regions and, thus, towards reducing CO<sub>2</sub> emissions.

### B. Impacts of climate change on international transport networks and adaptation requirements

*Documentation:* ECE/TRANS/WP.5/GE.3/2011/1, Informal document No. 4

24. The Committee was **informed** about the results of the two meetings of the Expert Group on climate change impacts and adaptation for international transport networks (Geneva, 5 September and 8 November 2011) and its future plans.

25. The Committee **recalled** that following its invitation to its subsidiary bodies to incorporate global warming and transport in their agendas (ECE/TRANS/208, para. 94), UNECE and UNCTAD jointly organized a workshop on the subject, under the auspices of the WP.5. The workshop raised awareness about the important challenges that climate change impacts and adaptation requirements impose on international transport networks. It also demonstrated the urgent need to prepare appropriate policy actions and to exchanging information about best practices. At its seventy-third session, the Committee had agreed to establish a Group of Experts, that was approved by the UNECE Executive Committee in May 2011. The Group of Experts is expected to complete its work and submit a final report by May 2013. The programme of work and terms of reference of the Group of Experts are contained in ECE/TRANS/WP.5/GE.3/2011/1. The progress report was circulated as Informal document No. 4.

26. The Committee **expressed** its appreciation for the progress made by the group and its wish for a successful organization of the international conference.

## VII. Assistance to countries with economies in transition (agenda item 5)

*Documentation:* ECE/TRANS/2012/1

27. The Committee was **informed** by the secretariat about the recent activities on assisting the countries with economies in transition undertaken in 2011 (ECE/TRANS/2012/1). It **noted** particularly those activities related to the Special Programme for the Economies of Central Asia (SPECA), BSEC, the Economic Cooperation Organization (ECO), advisory workshops and missions. Ambassador Leonidas Chrysanthopoulos, Secretary-General, BSEC provided additional information on UNECE–BSEC cooperation in the field of transport in 2011 and thanked the secretariat for its contribution.

28. The Committee **noted** a number of capacity-building project proposals developed by the secretariat, particularly in the field of transport statistics. Since extrabudgetary funding is needed to further develop these projects, the Committee **reiterated** its request that adequate resources be made available in the secretariat for the substantive backstopping and further development of these activities, **supported** the activities developed by the secretariat in cooperation with other regional and subregional organizations and programmes aimed at assisting countries with economies in transition, and **encouraged** UNECE member States to make voluntary contributions to the Trust Fund for Assistance of Countries in Transition (TFACT).

## VIII. Transport, Health and Environment Pan-European Programme (THE PEP) 2011 Symposium: “Inclusive and Innovative Urban Mobility” and environmental aspects of transport (agenda item 6)

*Documentation:* ECE/AC.21/SC/2011/4, ECE/AC.21/SC/2011/8

29. 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 **took note** of the report of THE PEP Steering Committee on its ninth session (16–17 November 2011). As part of its initiative to engage the three sectors, the Steering Committee organized (Geneva, 16 November 2011) a symposium on “Inclusive and innovative urban mobility” in line with priority goal No. 2 of the Amsterdam Declaration adopted in 2009 by the Third High-level Meeting on Transport, Health and Environment.

30. As mandated by the Amsterdam Declaration, THE PEP also organized in 2011 a capacity-building workshop on “Working together for sustainable and healthy urban transport” (Kiev, 8–9 June 2011) focusing on integrated policy approaches for sustainable urban mobility. The workshop was financially supported by Austria, France, Norway and Switzerland and was attended by renowned experts from France, Germany (German Development Cooperation (GIZ)), Russian Federation, Ukraine, European Union delegation in the Ukraine and the International Association of Public Transport (UITP).



## **IX. Round table discussion on Intelligent Transport Systems (ITS) (agenda item 7)**

*Documentation:* Informal document No. 5

31. High-level officials from UNECE countries together with the members of the Inland Transport Committee, representatives from European and international organizations attended the policy-oriented segment (round table) on “Intelligent Mobility – thinking about tomorrow’s transport” (afternoon, 28 February 2012). The round table aimed to identify policy recommendations on this subject. The agenda of the round table was circulated as Informal document No. 5.

32. The Committee **endorsed** the outcome of the policy-oriented segment, round table discussion on “Intelligent Mobility – thinking about tomorrow’s transport” and **agreed** that a short report of the round table, in the form of Chair’s conclusions, be annexed to the full report of the session; and **requested** its subsidiary bodies to take on board the outcomes of the round table.

## **X. Meeting of the Chairs of the Committee’s subsidiary bodies on the review of UNECE reform and strengthening cooperation (one and one half hour restricted meeting for government delegates only) (agenda item 8)**

*Documentation:* Informal document No. 6, Briefing note for the Review of the ECE reform, Template “Information requested by EXCOM for the ECE review” with annexes 1 and 2

33. The Chairs of the Committee’s subsidiary bodies and Administrative Committees of UNECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-fourth session of the Committee attended the second meeting of the Chairs of the Committee’s subsidiary bodies (morning, 29 February 2012). The meeting — a restricted meeting for Government delegates only — allowed the Chairs of the Committee’s subsidiary bodies to focus on the review of the UNECE reform, as well as on issues relating to strengthening cooperation, synergy and interdependence and sharing experiences. The provisional agenda of the meeting was circulated as Informal document No. 6, along with other documents related to the review of the UNECE reform.

34. The Committee **welcomed** the organization of the second meeting of the Chairs of the Committee’s subsidiary bodies dedicated to the review of UNECE reform and strengthening cooperation; and **reiterated** its recommendation that such meetings should become a regular feature of the Committee’s sessions. 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.

## **XI. Issues that need consideration and require decisions by the Committee (agenda item 9)**

### **A. Project related activities**

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

*Documentation:* ECE/TRANS/2012/2 and Corr.1

35. The Committee was **informed** by the TEM and TER Project Manager about the recent developments of the Trans-European Motorway (TEM) and the Trans-European Railway (TER) Projects (ECE/TRANS/2012/2 and Corr.1).

36. The Committee **reiterated** its support for the TEM and TER projects; and **encouraged** Governments of countries of Eastern and South-Eastern Europe, Caucasus and Central Asia that are not yet members of the TEM and TER projects to consider full participation.

#### **2. Euro-Asian Transport Links (EATL) Project**

*Documentation:* Publication of the final draft report of the Group of Experts on Euro-Asian Transport Links (EATL Phase II)

37. The Committee was **informed** about the progress and results of Phase II of the EATL Project (draft report of the Group of Experts on Euro-Asian Transport Links) and recent activities of the group, including its sixth and seventh sessions (Almaty, Kazakhstan, 5–7 July 2011 and Astrakhan, Russian Federation, 24–25 October 2011), organized in cooperation with the Ministries of Transport of Kazakhstan and the Russian Federation, respectively, and in partnership with OSCE.

38. The Committee **welcomed** the progress made by the Group of Experts on EATL on completing the EATL Phase II, **supported** the draft report of the group and **requested** the secretariat, in consultation with the national focal points of EATL member countries, to finalize it and proceed with its publication.

39. The Committee **noted** that at its twenty-fourth session, WP.5 concluded that the strategic objectives and conclusions contained in the draft report of the Expert Group indicate the critical importance attached to further developing Euro-Asian transport links and that developing Euro-Asian inland transport links would be a long-term undertaking, requiring a great deal of effort and perseverance, and enhanced coordination and cooperation among all countries along the EATL.

40. The Committee also **noted** that notwithstanding the value of the results achieved after four years of uninterrupted joint work by UNECE and the Governments of 27 participating countries, as well as previous joint work of UNECE and UNESCAP from 2002–2007 there is still a lot of unfinished work. More importantly, the sustainable development of transport links and priority projects identified in the Phase II, would be seriously impaired if the climate created around the project and the momentum established among participating member States during the Phase II are not sustained.

41. In view of the above and the specific recommendation of the EATL Expert Group, the Working Party (WP.5), the Committee **supported** the requests of the EATL Group of Experts and of the WP.5 and **decided** to ask EXCOM to approve the extension of the mandate of the EATL Group of Experts for two more years with possibility of further extension in order to allow the group to continue its work; **approved** the organization of a meeting of Ministers of Transport and **invited** the secretariat to organize it in autumn 2012; **thanked** the Government of the Russian Federation for funding the EATL work; also

**thanked** OSCE secretariat for its political support and for co-funding some activities of the project; **invited** the Steering Committees of TEM and TER Projects and UNECE secretariat to explore practical ways of ensuring operational interaction of the TEM and TER Projects with EATL; also **invited** governments, international governmental and non-governmental organizations, IFIs, businesses and donors to consider co-funding future project activities and UNESCAP secretariat to take an active role in future work of the Expert Group in close cooperation with UNECE secretariat.

## **B. Road transport**

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

*Documentation:* ECE/EX/2011/L.16, ECE/TRANS/2012/3 and Informal document No. 7

42. The Committee was **informed** about two special meetings of Contracting Parties to the AETR Agreement (4 March 2011 and 12 July 2011) and about EXCOM's decision on 19 September 2011 to approve establishing an AETR Expert Group. The terms of reference of the AETR Expert Group are contained in ECE/EX/2011/L.16. The AETR EG first meeting is scheduled to take place on 2 March 2012 when the secretariat will table an "AETR Road Map" (ECE/TRANS/2012/3) which provides a number of options and general directions to consider. The Committee was also **informed** about the status of implementing the digital tachograph in the non-EU AETR Contracting Parties (Informal document No. 7).

43. The Committee **reiterated** the importance of AETR Agreement for ensuring safety in international road transport; and **invited** the stakeholders to provide mutual support aimed at efficient functioning of the tachograph system in all its aspects.

### **2. Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note (e-CMR)**

44. The Committee was **informed** about entry into force of the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) on 5 June 2011 concerning the electronic consignment note. The secretariat **informed** the Committee about Article 5 of the Additional Protocol that stipulates that parties interested in the performance of e-CMR should agree on the procedures and their implementation. There are currently seven e-CMR Contracting Parties: Bulgaria, Czech Republic, Latvia, Lithuania, the Netherlands, Spain and Switzerland.

## **C. Road traffic safety**

*Documentation:* ECE/TRANS/2012/4 and Corrs. 1 and 2

45. The Committee was **informed** about developments related to the United Nations General Assembly resolution 64/255 of 2 March 2010 which proclaimed the period 2011–2020 as the Decade of Action for Road Safety. This included the elaboration of the UNECE Plan to implement the Decade of Action for Road Safety 2011–2020 (ECE/TRANS/2012/4 and Corrs. 1 and 2) that had been reviewed and agreed upon by the Committee's subsidiary bodies; the regional launch conference organized by the UNECE and the Government of Serbia in Belgrade; the United Nations Commission on Sustainable Development on 2–13 May 2011; the UNECE road safety poster signing campaign; the road safety film prepared by the UNECE; the UNECE's road safety information campaign during the 2011 World Scout Jamboree (Kristianstad, Sweden, 27 July to 6 August 2011); the awareness raising

and advocacy initiatives at the 2011 EuroBasket (Lithuania, 31 August to 18 September 2011); then unveiling of a memorial sculpture dedicated to the Decade at the Park "Christos Polentas" (Chania, Crete, 20 November 2011), initiated by the Association for Support and Solidarity to Families of victims of road traffic accidents of Crete; and the latest developments concerning establishing an Expert Group on safety at level crossings.

46. The Committee **expressed** its appreciation for the work and initiatives undertaken by the Working Party on Road Traffic Safety (WP.1) and the secretariat in the field of road safety that brought tangible results; **approved** the UNECE Plan to implement the Decade of Action for Road Safety (2011–2020) (ECE/TRANS/2012/4 and Corrs. 1 and 2); **welcomed** various activities undertaken by the secretariat in support of the Decade; and **requested** WP.1 to coordinate and monitor the implementation of the UNECE Plan for the Decade in close cooperation with the other road safety related subsidiary bodies of the Committee (WP.29, WP.15, SC.1, WP.6) and report regularly to it.

## **D. Review of most important issues relating to rail transport**

### **1. Towards unified railway law**

*Documentation:* ECE/TRANS/SC.2/216, ECE/TRANS/2011/3

47. The Committee was **informed** about implementation of and follow-up to the UNECE Position Paper towards unified railway law in the pan-European region and on Euro-Asian transport corridors (ECE/TRANS/2011/3) as adopted at its last session (ECE/TRANS/221, paras. 55–57). In accordance with its terms of reference, approved by the EXCOM, the Group of Experts towards Unified Railway Law met twice in 2011 to launch short-term work under step A of the UNECE Position Paper. Step A consists in preparation of an Inter-governmental Document (IGD EurAsia) to provide political support and a framework for so-called General Terms and Conditions for rail transport contracts (GTC EurAsia), to be developed by the railway industry and experts from the Organization for Cooperation between Railways (OSJD) and the International Rail Transport Committee (CIT) in cooperation with the Intergovernmental Organization for International Carriage by Rail (OTIF).

48. At the second session of the Group of Experts (Geneva, 7 October 2011), a final draft of GTC EurAsia for consideration by the group had not yet been established by the railways and no consensus emerged among experts on how to further pursue the mandated work on IGD EurAsia. At its sixty-fifth session on 3 and 4 November 2011, the Working Party on Rail Transport (SC.2) took note of the discussions within the Group of Experts and agreed that an extension of the time schedule by one year would be necessary to finalize step A of the Position Paper. SC.2 also supported the proposal of the Chair of the Group to convene an informal meeting at the beginning of 2012 to prepare a revised IGD EurAsia, which would reconcile the existing positions within the Group of Experts and would be submitted for approval for the next official meeting of the group.

49. The Committee **reiterated** its support to the Expert Group on unified railway law, mandated for a 2-year period, and stressed the importance of the work that is underway.

## 2. Positioning of UNECE activities in rail transport

*Documentation:* ECE/TRANS/SC.2/216

50. The Committee was **informed** about the current review undertaken within SC.2 to streamline its work procedures and to further sharpen its profile. Following the decision of SC.2 at its sixty-fifth session (ECE/TRANS/SC.2/216), this will include work relating to underground (metro) and speed trains; the specific requirements for freight and passengers transport; policies on infrastructure and operations; as well as rail service profitability and productivity indicators in addition to its new activities towards unified railway law. Following this review, a strategy on concrete and value-added activities undertaken by UNECE in the field of rail transport is planned to be finalized that will also reap synergy benefits through enhanced cooperation with other Working Parties. The Working Party organized a workshop on the “Role of terminals and logistics centres for intermodal transport” jointly with the Working Party on Intermodal Transport and Logistics (WP.24) and has reviewed possible areas of work.

51. The Committee welcomed and supported the initiatives and plans of the SC.2 and the secretariat.

## E. Review of most important issues relating to inland water transport

*Documentation:* ECE/TRANS/2012/5, ECE/TRANS/SC.3/191 and Add.1–3

52. The Committee was **informed** about the latest activities of the Working Party on Inland Water Transport (SC.3), including the adoption of a roadmap on future work on the European Code for Inland Waterways (CEVNI), the revision of the UNECE inventory of main standards and parameters of the E waterway network (“Blue Book”), further development of the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61) and updating of the Guidelines and Recommendations for River Information Services (Resolution No. 57).

53. The Committee **requested** the secretariat to continue its consultations with all stakeholders, particularly the European Commission, aimed at further exploring ways UNECE could assist in the establishment and operation of the European Hull Database that could include all European inland navigation vessels.

## F. Transport and competitiveness

*Documentation:* Informal document No. 8

54. The Committee was **informed** about the progress made and the status of the project Supply Chain Challenges for National Competitiveness through Transport.

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

*Documentation:* ECE/TRANS/2012/6

55. The Committee **welcomed** information that the Secretary-General of the United Nations, acting in his capacity as depositary, has issued Depositary Notification C.N.534.2011.TREATIES-1 of 1 September 2011, communicating the entry into force on 30 November 2011 of a new Annex 9 on rail border crossing to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention).

56. The Committee was **informed** of the outcome of recent activities of the secretariat, Contracting Parties and the Working Party on Customs Questions affecting Transport (WP.30) with a view to strengthening the TIR Convention (ECE/TRANS/2012/6), in particular:

(a) Main results of a strategic review of the TIR system which was commissioned by UNECE with a view to assessing the relevance of TIR, in comparison with alternative solutions, and better understanding of what the current market demand is, from the perspectives of a wide range of clients (shippers, logistics and transport operators and Customs administrations).

(b) Preparation of a new annex to the TIR Convention on the conditions and requirements for authorizing an international organization to organize the functioning of the TIR guarantee system and further consideration of audit provisions aimed at ensuring good governance and transparency in the TIR system.

(c) Progress made in developing the technical aspects of the eTIR project and conducting its cost/benefit analysis, in line with the request of the Inland Transport Committee (ITC) at its previous session.

57. The Committee **endorsed** the outcome of recent activities of the secretariat, Contracting Parties and WP.30 in strengthening the TIR Convention; **supported** the continuation of the eTIR project and the prolongation of the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2012; and **encouraged** all Contracting Parties to actively participate in eTIR activities.

## H. Inland transport security

58. The Committee was **informed** about the OSCE-UNECE Round Table that took place in the framework of the UNECE Inland Transport Security Discussion Forum (Vienna, 12–13 December 2011).

59. The Committee expressed its appreciation to OSCE and the secretariat for the organization of the Inland Transport Security Round Table in Vienna.

## I. Review of most important issues relating to the harmonization of vehicle regulations

*Documentation:* ECE/TRANS/WP.29/1089, Add.1 and Add.1/Corr.1, ECE/TRANS/WP.29/1091 ECE/TRANS/WP.29/1091/Add.1, ECE/TRANS/WP.29/1093 and Corr.1 to Corr.3, ECE/TRANS/WP.29/2011/1/Rev.2, Informal document No. 9

60. The Committee was **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 was also **informed** by the secretariat about the programme of work of the World Forum (ECE/TRANS/WP.29/2011/1/Rev.2). The Committee **noted** that around 40 informal groups worked during 2011 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 was circulated as Informal document No. 9.

61. The Committee **noted** that in 2011, 108 Amendments to existing UN Regulations annexed to the 1958 Agreement, updating them with the technical progress and introducing more severe limits, were adopted. It also **noted** that, in the framework of the 1998 Agreement, a new UN Global Technical Regulation (GTR) on a test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine, seven amendments to existing UN GTRs were adopted as well as that a technical vehicle regulation was listed in the candidates Global Technical Regulations. Finally, the Committee **noted** that the 1997 Agreement was completed by the adoption of UN Rule No. 2, on uniform provisions for periodical technical inspections of wheeled vehicles with regard to their roadworthiness.

62. Moreover, the Committee was **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. ITC **noted** that the 1958 Agreement has 50 Contracting Parties, the 1998 Agreement has 33 Contracting Parties and the 1997 Agreement has 12 Contracting Parties and 17 countries pending ratification.

63. The Committee **expressed** its appreciation for the work carried out by the World Forum for Harmonization of Vehicles Regulation and **noted** the concern expressed by the Chair of WP.29 related to the reduction of staff in the WP.29 secretariat due to the reform of ECE.

64. In view of the expected, long delays in the entry into force of new regulations and their amendments administered by WP.29 due to the legal rules requiring that new regulations or amendments thereto be notified simultaneously in the authentic languages defined in the Agreement itself (English, French and Russian, in the case of the vehicle agreements) the Committee **agreed** to request EXCOM's support through reinforcing the secretariat.

## J. Market fuel quality

65. The Committee was **informed** about the status of the adoption of a first set of recommendations on market fuel quality by the World Forum, and its decision to annex these recommendations to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.2). The Committee was also **informed** about the World Forum consideration concerning possible continuation of the work on market fuel quality.

## K. Intelligent Transport Systems (ITS)

*Documentation:* ECE/TRANS/WP.15/2011/12–ECE/TRANS/WP.29/2011/114,  
Informal document No. 14

66. The Committee considered document ECE/TRANS/WP.15/2011/12–ECE/TRANS/WP.29/2011/114 containing the "UNECE Road Map for promoting ITS – 20 global actions 2012–2020". The Committee was **recalled** that its seventy-second session had supported the need for deploying the work on ITS in all transport modes and invited its subsidiary bodies to contribute to elaborating the Road Map by incorporating ITS into their programme activities (ECE/TRANS/208, para. 97). For this purpose, the secretariat has prepared the noted draft UNECE Road Map. The twenty ITS global actions reflect the input received from governments, businesses and academia through the UNECE public consultation on ITS (March – July 2011). In 2011, the draft Road Map was distributed to

WP.5, WP.1, SC.1, SC.3, WP.24, SC.2, WP.15 and WP.29 for consideration and final comments and has been endorsed accordingly.

67. The Committee **approved** the “UNECE Road Map for promoting ITS–20 global actions 2012–2020”; and **requested** the secretariat to reproduce the consolidated text of the Road Map as an annex to the report.

## L. Review of most important issues relating to intermodal transport and logistics

*Documentation:* ECE/TRANS/WP.24/129; ECE/TRANS/WP.24/2010/2

68. The Committee was **informed** about implementing the Road Map on future work with the Working Party on Intermodal Transport and Logistics (WP.24) and the joint session with the Working Party on Rail Transport (SC.2) under the theme “Role of terminals and logistics centers for intermodal transport” (ECE/TRANS/WP.24/129).

69. The Committee **noted** that WP.24, in cooperation with the Working Party on Rail Transport (SC.2) was currently reviewing the technical infrastructure and performance standards of the AGTC and AGC Agreements to bring them up to date and in line with modern technical requirements, such as the mandatory standards of the Technical Specifications for Interoperability (TSI) applicable for EU rail transport.

## M. Review of the most important issues relating to the transport of dangerous goods

*Documentation:* Informal document No. 10, ST/SG/AC.10/C.3/78, ST/SG/AC.10/C.4/42, ECE/TRANS/WP.15/210, ECE/TRANS/WP.15/212, ECE/TRANS/WP.15/AC.1/122 and Add.1–3, ECE/TRANS/WP.15/AC.1/124 and Add.1–2, ECE/TRANS/WP.15/AC.2/40 and Add.1, ECE/ADN/15

70. The Committee **noted** that the Economic and Social Council adopted resolution 2011/25 on 27 July 2011 on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 10) and that the Working Party on the Transport of Dangerous Goods (WP.15), the RID/ADR/ADN<sup>1</sup> Joint Meeting and the ADN Safety Committee have already taken or are taking action as required in operative paragraphs 3, 4, 6 and 7 of section A of the resolution. The Committee also **noted** that, pursuant to operative paragraphs 2 of sections A and B, the secretariat has already published the seventeenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French, Russian and Spanish), Amendment 1 to the fifth revised edition of the Manual of Tests and Criteria (in English, French and Spanish) and the fourth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in English, French, Russian and Spanish). Other language versions should come out soon.

71. Moreover, the Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 20 to 24 June 2011 (see report ST/SG/AC.10/C.3/78) and will meet again from 28 November to 7

---

<sup>1</sup> Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).



December 2011. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 27 to 29 June 2011 (see report ST/SG/AC.10/C.4/42) and met again from 7 to 9 December 2011.

72. In addition the Committee **noted** that, following the accession by Iceland and Tajikistan, there are 48 Contracting Parties to the 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. Noting that thirty-three Contracting Parties have done so to date, the Committee **urged** Contracting Parties to the ADR that have not done so (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to take the necessary steps to allow the Protocol of 1993 amending article 1 (a), articles 14 (1) and article 14 (3) (b) of ADR to come into force.

73. Furthermore, the Committee **noted** that WP.15 endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; adopted amendments specific to ADR, e.g. as regards electrical connections between motor vehicles and trailers, requirements for extinguishers, restrictions for the passage of vehicles carrying dangerous goods in limited quantities through road tunnels; requested the secretariat to prepare a consolidated list of all the amendments which it had adopted for entry into force on 1 January 2013, so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR. All these amendments should come into force on 1 January 2013.

74. The Committee also **noted** that WP.15 also requested the secretariat to publish the consolidated text of ADR as it would be amended on 1 January 2013, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

75. The Committee **noted** that, following ratification by the Czech Republic, the number of Contracting Parties to ADN has reached 17.

76. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) will hold its twentieth session from 23 to 27 January 2012.

77. The ADN Administrative Committee will meet on 27 January 2012 (see agenda ECE/ADN/16 and Add.1), mainly for adopting all draft amendments prepared by the Safety Committee in 2011 and January 2012, i.e. the set of amendments that should enter into force on 1 January 2013 and that would ensure harmonization of ADN with ADR and RID.

78. The Committee **recalled** that the secretariat had sent a letter to Permanent Missions of ADN Contracting Parties to the United Nations Office in Geneva requesting countries to submit the various notifications required by ADN (see ECE/ADN/4, Annex). The Committee **reminded** ADN Contracting Parties that have not done so to submit the various notifications required by ADN, including details of competent authorities, without delay.

79. The Committee **noted** that WP.15 and the RID/ADR/ADN Joint Meeting considered the outcome and conclusions of the policy-oriented segment on "Transport of dangerous goods: Global and regional dimensions" endorsed by the Committee at its last session (ECE/TRANS/221, para. 28 and annex) and noted several possible developments (ECE/TRANS/WP.15/210, paras. 64–73 and ECE/TRANS/WP.15/AC.1/124, paras. 113–125). In particular, the Committee:

(a) **Noted with satisfaction** that harmonization between RID and annex 2 of SMGS is rapidly progressing, thanks in particular to the commitment of the Governments of Latvia and Poland;

(b) **Noted** that there is, nevertheless, a need to harmonize SMGS also with ADR and ADN and, to facilitate the process, and **strongly encouraged** SMGS countries, in particular those which are not members of the European Union or which are not RID Contracting States to be represented in the sessions of the RID/ADR/ADN Joint Meeting;

(c) **Noted** that further work is needed, to consider whether in the long term, it would be possible to have a single regime for transport in tank-wagons, based on the requirements for UN portable tanks;

(d) **Noted with interest** that, in order to facilitate accession of additional countries to ADR, WP.15 asked the secretariat to draft a Road Map on how to set up the administrative structures required for implementing ADR and **invite** ADR Contracting Parties to provide the necessary inputs, based on their experience, so that WP.15 may further develop recommendations and/or guidelines in this respect during the next biennium;

(e) **Noted** that possible further steps to extend the scope of training for which provision was made by ADR and to broaden the scope of some such provisions to other modes of transport will be envisaged.

## **N. Review of the most important issues relating to the transport of perishable foodstuffs**

*Documentation:* ECE/TRANS/WP.11/224

80. The Committee **noted with satisfaction** that there were now 46 Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), Tajikistan having acceded to it on 28 December 2011.

81. The Committee **noted** that proposed amendments to the ATP adopted at the sixty-sixth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in November 2010 had been circulated to ATP Contracting Parties in February 2011. Subsequently, one country had made a notification stating that although it intended to accept the proposed amendments, the conditions necessary for such acceptance were not yet fulfilled in its country. As a result, and barring a prior acceptance or objection, the proposed amendments would therefore be considered accepted only in May 2012.

82. The Committee also **noted** that WP.11, at its sixty-seventh session (25–28 October 2011), had adopted an amendment to the ATP introducing a testing procedure for multi-compartment multi-temperature transport equipment (ECE/TRANS/WP.11/224, Annex I). This sensitive issue had been under discussion for many years by WP.11 and the adoption of proposed amendments was a considerable achievement. It also meant that the proposed multilateral agreement on the recognition of test procedures for multi-compartment multi-temperature equipment drawn up by France, Italy, Portugal and Spain would no longer be necessary. This proposed amendment and others adopted at the sixty-seventh session had been circulated to ATP Contracting Parties in December 2011.

83. The Committee further **noted** that a joint International Institute of Refrigeration (IIR)/UNECE workshop on "Refrigerated Transport and Sustainability" had been held in Prague on 26 August 2011 in the framework of the twenty-third IIR International Congress of Refrigeration. In addition, WP.11 had established an informal working group to make proposals to WP.11 regarding the development of an environmental programme of work.

## O. Review of most important issues relating to transport statistics, including 2010 E-Road and E-Rail Traffic Censuses

*Documentation:* Informal document No. 11

84. The Committee was **informed** about recent activities of the Working Party on Transport Statistics (WP.6), in particular the harmonization of statistical methodologies, capacity-building activities and new developments regarding the UNECE online database on transport statistics. The Committee was also **informed** about the implementation of the ITC Resolutions on the 2010 E-Road and E-Rail traffic censuses (Informal document No. 11).

85. The Committee **invited** UNECE member Governments, in compliance with ITC Resolutions Nos. 259 and 260 adopted at its seventy-first session, to submit the results of the censuses conforming to the deadlines fixed in the ITC Resolutions.

## XII. Issues of an informative character and for formal approval by the Committee (agenda item 10)

### A. Approval of the reports of the Committee's subsidiary bodies

*Documentation:* ECE/TRANS/223/Add.1, ECE/TRANS/WP.29/1093/Corr.1

86. The Committee **approved** as a whole all the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references into the complete ITC report on the basis of the annotated agenda; and **noted** that due to an error identified in the report of the November session of WP.29 (ECE/TRANS/WP.29/1093), a Corrigendum (ECE/TRANS/WP.29/1093/Corr.1) had been issued.

### B. Approval of the biennial evaluation of the Committee's work 2010–2011

*Documentation:* ECE/TRANS/2012/7

87. The Committee **approved** the 2010–2011 biennium evaluation of the Committee's work (ECE/TRANS/2012/7). This document provides an overview of the performance assessments of the transport subprogramme and is drawn up in line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations, and the plan for the biennial performance assessment which the Inland Transport Committee adopted at its seventy-second session in 2010.

### C. Status of accession to international UNECE transport agreements and conventions

*Documentation:* Informal document No. 12

88. The Committee **considered** Informal document No. 12 prepared by the secretariat containing tables on the status as at 31 December 2011 of signatures, ratifications and accessions concerning international instruments on inland transport concluded under the auspices of the Committee. Informal document No. 12 will also contain the accessions registered since the last session of the Committee. The Committee **took note** of this information and **invited** countries, which have not yet done so, to become Contracting Parties to UN Agreements and Conventions in the field of transport as soon as possible.

### **XIII. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 11)**

*Documentation:* ECE/TRANS/2012/8

89. The Committee **considered** document ECE/TRANS/2011/8 containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2011.

90. The Committee **noted** that, at its seventieth session, it 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.

### **XIV. New or amended Terms of Reference and Rules of Procedure of some of the Committee's subsidiary bodies (agenda item 12)**

*Documentation:* ECE/TRANS/SC.2/2011/3, ECE/TRANS/SC.3/191/Add.2, ECE/TRANS/WP.5/2011/2, ECE/TRANS/WP.6/161, ECE/TRANS/WP.24/2011/9, ECE/TRANS/WP.30/2011/10, ECE/TRANS/SC.1/377/Add.1/Rev.1

91. The Committee **approved** the new terms of references and the rules of procedures for SC.2 (ECE/TRANS/SC.2/2011/3), SC.3 and SC.3/WP.3 (ECE/TRANS/SC.3/191/Add.2), WP.5 (ECE/TRANS/WP.5/2011/2), WP.6 (ECE/TRANS/WP.6/161), WP.24 (ECE/TRANS/WP.24/2011/9), the amended ones for SC.1 (ECE/TRANS/SC.1/377/Add.1/Rev.1) and the terms of reference of WP.30 (ECE/TRANS/WP.30/2011/10); and **agreed** to renew the current Terms of Reference and Rules of Procedure of WP.1 (ECE/TRANS/WP.1/100/Add.1), WP.11 (ECE/TRANS/WP.11/122/Add.1), WP.15 (ECE/TRANS/WP.15/190/Add.1) and WP.29 and its subsidiary bodies (GRB, GRE, GRPE, GRRF, GRSG and GRSP) (TRANS/WP.29/690 and Amend.1).

### **XV. Review of the UNECE reform and proposals for renewed (5-year) mandates of the Committee's subsidiary bodies (agenda item 13)**

*Documentation:* Informal document No. 13, Briefing note for the Review of the ECE reform, Template "Information requested by EXCOM for the ECE review" with annexes 1 and 2

92. The Committee **adopted** the proposals on the review of the UNECE reform in the field of transport and on the renewed (5-year) mandates of the Committee's subsidiary bodies as contained in Informal document No. 13; **reviewed** and **strongly supported** the Briefing note for the ECE reform, Template "Information requested by EXCOM for the ECE review" with annexes 1 and 2, communicated by the secretariat; **agreed** that these documents, incorporating any comments to be received from member countries by 9 March 2012, be used for reporting to the EXCOM; and **requested** its Chair and the Director of the Transport Division to report to EXCOM at its next meeting, accordingly.

## **XVI. Programme of work and biennial evaluation 2012–2013 and Strategic framework for 2014–2015 (agenda item 14)**

*Documentation:* ECE/TRANS/2012/9, ECE/TRANS/2012/10, ECE/TRANS/2012/11

93. The Committee considered and **adopted** its programme of work for the biennium 2012–2013 (ECE/TRANS/2012/9) and the biennial evaluation plan 2012–2013 (ECE/TRANS/2012/10) as amended by the Committee and requested that both documents be reissued; the Committee further **approved** the draft strategic framework for the 2014–2015 biennium for the transport subprogramme (ECE/TRANS/2012/11).

## **XVII. Draft work plan 2012–2016 (agenda item 15)**

*Documentation:* ECE/TRANS/2012/12

94. The Committee **adopted** its work plan for the period 2012–2016 (ECE/TRANS/2012/12).

## **XVIII. Schedule of meetings in 2012 (agenda item 16)**

*Documentation:* ECE/TRANS/2012/13

95. The Committee **adopted** its schedule of meetings in 2012 and from January to March 2013 (ECE/TRANS/2012/13).

## **XIX. Election of officers for the Committee's sessions in 2013 and 2014 (agenda item 17)**

96. In view of the increased responsibilities of the ITC and its subsidiary bodies to address a growing number of new and emerging issues facing the transport sector in a globalized economy and trade, the Committee **decided** to enlarge the number of the ITC Vice-Chairs to three, and the composition of its Bureau up to one-fourth of the ECE member States, including the Chair and the Vice-Chairs.

97. The Committee **elected** Mr. Jerzy Kleniewski (Poland) as Chair, as well as Mr. Jean-Paul Gailly (Belgium), Mrs. Isabelle Paillet (France) and Mr. Sergey Andreev (Russian Federation) as Vice-Chairs for its sessions in 2013 and 2014.

98. The Committee **expressed** its warm thanks to Mr. Erdem Direkler for having guided successfully, as Chair, its discussions in the course of the past two years.

## **XX. Composition of the Committee's Bureau in 2012 and 2013 (agenda item 18)**

99. The Committee **elected** the following Bureau members for a 2-year period (2012 and 2013):

Chair:	Mr. Jerzy Kleniewski	(Poland)
Vice-Chairs:	Mr. Jean-Paul Gailly	(Belgium)
	Mrs. Isabelle Paillet	(France)

Members:	Mr. Sergey Andreev	(Russian Federation)
	Mr. Zdenko Antešić	(Croatia)
	Mr. Gogita Gvenetadze	(Georgia)
	Mr. Björn Oriwohl	(Germany)
	Mr. Antonio Erario	(Italy)
	Mr. Bob Oudshoorn	(Netherlands)
	Mr. Claudiu Octavian Dumitrescu	(Romania)
	Mr. Björn Stafbom	(Sweden)
	Mr. Jean-Claude Schneuwly	(Switzerland)
	Mr. Seref Tabak	(Turkey)
Mr. Abdusamat Muminov	(Uzbekistan)	

100. A standing invitation will be extended to the European Commission to attend meetings of the Bureau as observer.

## **XXI. Any other business. Date of next session (agenda item 19)**

101. Noting the forthcoming retirement of Mr. Michalis Adamantiadis, who has been Chief of Section in the UNECE Transport Division, Secretary of the Committee and its Bureau for the last six years and previously Regional Adviser on Transport since 2001, and acknowledging his dedication and professionalism in supporting the work of the Committee and of the UNECE, the Committee **expressed** its deep gratitude to Mr. Michalis Adamantiadis and **wished** him all the best in his new life.

102. The Committee **noted** that its seventy-fifth session is tentatively scheduled to be held in Geneva from 26 to 28 February 2013.

## **XXII. Adoption of the list of main decisions of the seventy-fourth session (agenda item 20)**

103. The Committee **adopted** the list of main decisions of its seventy-fourth session.

## Annex I

### Round table discussion on “Intelligent Mobility – thinking about tomorrow’s transport” (28 February 2012)

#### Chair’s conclusions

##### A. Introduction

1. The session consisted of presentations by high-level speakers from the Ministries of Transport of France, Germany, Italy, Japan and the Russian Federation, and by a representative of the European Commission, ITS Russia, ITS Netherlands, ITS South Africa, ITS United Kingdom and ERTICO. One hundred and forty-three participants from thirty-seven countries, the European Commission, United Nations Economic Commission for Africa (UNECA) and thirty-five international, non-governmental and ITS related organizations attended the event. The segment was divided in five parts that were dedicated to discuss (1) the role of the public sector, (2) ITS for sustainable mobility in light of Rio+20, (3) road safety, (4) regional integration and leapfrogging and (5) ITS for a better society. Each part was followed by a panel discussion, involving the speakers, moderated by Mrs. Sibylle Rupprecht, from the International Road Federation (IRF) and Mr. Reinhard Scholl, Deputy to the Director, from the International Telecommunications Union (ITU). The ITC policy segment on ITS was opened and closed by Mrs. Eva Molnar, Director of the UNECE Transport Division.

2. Discussions showed that Intelligent Transport Systems are a subject of high interest to the fifty-six countries of the UNECE as well as the rest of the world. The mechanisms put in place by the United Nations for regulating transport by all modes of transport at global and regional levels are efficient and ensure a high level of safety and sustainability when effectively implemented by Governments. Now, it has to be seen how new regulations and recommendations in the broad field of ITS are developed and implemented through UNECE’s regulatory work.

3. There was agreement among participants that ITS can contribute to solving many of today’s transport problems, such as lack of infrastructures, environmental concerns, the global road safety crisis, financing, leapfrogging and interoperability. It was discussed why ITS are not adequately addressed on the policymakers’ agenda and it was stipulated that some reasons are that ITS are still considered to be rather innovative technologies than policy and business cases. Additionally, few data and studies on ITS are available to showcase their impact and added value.

4. It was outlined that UNECE can possibly fill the role as the international, global hub for ITS providing assistance to policymakers, disseminating best practice, providing capacity-building and doing research. This role is in line with the work that UNECE has successfully performed since 60 years and its commitment to promote ITS, by (a) being a partner for addressing inland transport issues, (b) a forum that unites transport partners from all around the world, (c) a platform for finding innovative solutions and (d) encouraging an open and transparent dialogue between governments, experts and the general public.

5. UNECE received valued support from governments and stakeholders in its efforts to put ITS on the global agenda and to identify issue areas where UNECE has an opportunity

to take a leading role, such as solving liability problems, developing a common definition of ITS, advancing initiatives on variable message signs (VMS), further developing regulations that touch ITS standards, delivering research and data, as well as best practices, workshops and capacity-building. From now on, UNECE will host annual round tables on ITS, with the intention of unbundling the various issues around ITS and digging deeper into the subject matter. The first round table is expected to take place in 2013.

6. Participants agreed that UNECE should continue and further develop its legal and technical work in the field of ITS at a global level. In close cooperation with member States, the European Union, experts and ITS stakeholders around the world, UNECE should further sustain its ITS activities by implementing the UNECE Road Map on ITS and its 20 actions, that are:

- (a) Reaching a common definition on ITS;
- (b) Harmonizing policies,
- (c) Forging international cooperation;
- (d) Facilitating interoperability and the ITS architecture;
- (e) Ensuring data security;
- (f) Scaling up the work of all Working Parties of the UNECE Inland Transport Committee (ITC);
- (g) Promoting vehicle-to-infrastructure communication;
- (h) Promoting vehicle-to-vehicle communication;
- (i) Fighting the road safety crisis;
- (j) Addressing liability concerns;
- (k) Harmonizing Variable Message Signs;
- (l) Making Transport of Dangerous Goods less dangerous;
- (m) Integrating with Rail transport;
- (n) Integrating with Inland Water Transport;
- (o) Enhancing the modals integrators role of ITS;
- (p) Developing Cost-benefit assessment methodologies;
- (q) Contributing to climate change mitigation and adaptation;
- (r) Launching analytical work;
- (s) Contributing to capacity-building, education, and awareness raising with special attention to emerging economies;
- (t) Organizing the United Nations Annual Round Table on ITS.

## **B. Conclusion**

7. The round table provided a very useful opportunity for exchange of information on the global and regional dimensions of ITS and suggestions for future developments and action for effective harmonization and implementation in a holistic way.

8. It is recommended that relevant authorities of UNECE member States, the Committee itself, all UNECE Working Parties and cooperating organizations consider the



outcome of these discussions and take action as deemed relevant and appropriate. The round table concluded that ITS must be mainstreamed into the policy framework and that commitment to change is essential for success. Lacking an institutional forum on ITS at a global level, it was stated that UNECE could be such a Forum where transport policymakers could meet and discuss policy frameworks.

## Annex II

### **“UNECE Road Map for promoting ITS–20 global actions 2012–2020” – Consolidated text**

#### **The reasons for the UNECE Road Map on Intelligent Transport Systems (ITS)**

1. Intelligent Transport Systems are increasingly considered as a part of the solution to current and future transport challenges. They are becoming widely accepted as an instrument towards achieving efficient, safe and overall sustainable mobility while at the same time contributing to a better quality of life. Already in 2003, the UNECE Inland Transport Committee (ITC) identified the use of telematics and Intelligent Transport Systems (vehicles, infrastructure) as an issue that could become a major challenge for the future, or possibly change direction of its work. This conclusion led to the organization of a Round Table on Intelligent Transport Systems under the auspices of the World Forum for Harmonization of Vehicle Regulations in 2004, another building block in developing the UNECE strategy on development of legislative and practical implementation of ITS.
2. Figure 1 – shows in a simplified way the interactions between ITS applications and the real world. It also shows a wide range of applications of ITS to solutions and benefits for different aspects of transport services (safety, efficiency, traffic management). It also illustrates that ITS is a technology that brings around transport policy solutions (efficiency, traffic management etc.). However, it is also more than technology since it calls for new institutions, new ways for mobility and transport services. In addition, as an industrial product it is part and target of international trade; and at the same time – when harmonised - it is the means for smooth logistics and supply chain management.
3. ITS is often seen as the new mode of transport or at least the modal integrator that can improve traditional transport performance and can strengthen its position in sustainable development.
4. Notwithstanding its benefits, the use of various ITS solutions still continues to face different obstacles. It was felt that to overcome these barriers the formulation of a common strategy for the future implementation of ITS solutions was the necessary next step.

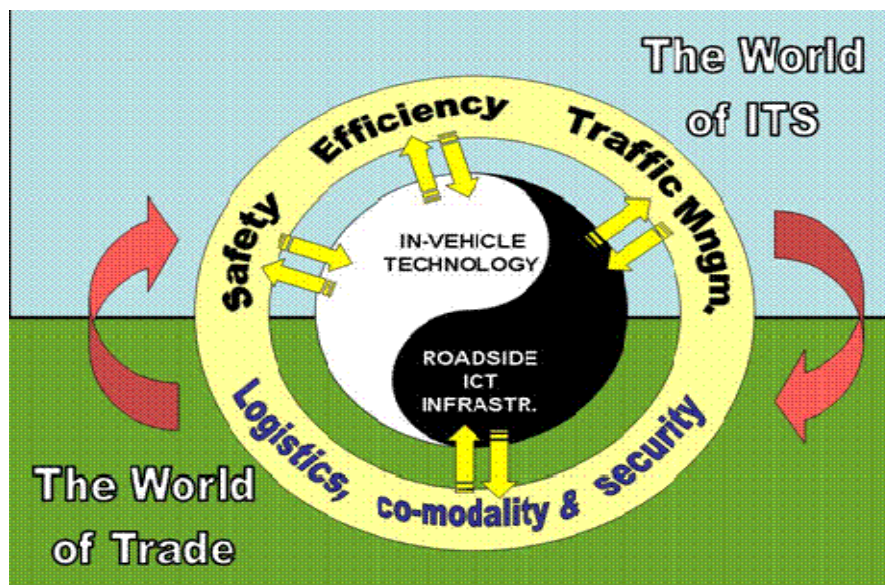


Figure 1 - Process of evolution of ITS – the integration with other transport services

5. The main objective of the United Nations Economic Commission for Europe (UNECE) is to promote economic integration. It brings together 56 countries, members of the European Union (EU), as well as non-EU Western and Eastern European countries, and member countries in South-East Europe, Central and Western Asia and North America. The Inland Transport Committee was created in 1946 to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development. Furthermore, the UNECE administers the UN inland transport and vehicle agreements that have a global outreach. **In achieving its mission, the ITC and the UNECE secretariat launched a strategic review on how Intelligent Transport Systems can contribute to this goal and how UNECE can promote the use of ITS solutions.** The review package consists of:

- a background paper that has the primary objective to share information (including best practices) and raise awareness about the values ITS solutions can deliver;
- a strategic note that attempts to identify the main gaps in and impediments to the broader use and faster dissemination of ITS applications irrespective which organizations, institutions or bodies can or will fill the gap; and
- this Road Map that outlines the areas and lists the activities UNECE can embark upon either as a continuation of on-going tasks or as new initiatives.

6. The draft strategic note was subject to a public consultation and the comments received from Governments, businesses and academia, are now incorporated in the final note, as well as in this Road Map.

## 20 global actions to promote the use of ITS

### Action 1 Reaching common definition for ITS

7. Applying information technologies in inland transport is generically named “Intelligent Transport Systems” (ITS). However, the ITS framework which provides the

ability to gather, organize, analyze, use and share information about transportation systems have different boundaries. Differing economic and development priorities of Governments and institutions drive ITS deployment in different directions. Accordingly, this leads to a lack of understanding, thus a commonly agreed upon definition of ITS is warranted.

8. A myriad of variations exists and different definitions are used. As a global partner, UNECE endeavours to facilitate the dialogue about ITS deployment, which should lead to a common definition that is used by all stakeholders. This definition should be designed in a holistic way.

## **Action 2 Harmonising policies**

9. The lack of harmonized policies for ITS deployment at global, and in particular at the Pan-European level hampers the implementation of already existing solutions. In this context, the UNECE offers an advantageous platform through its intergovernmental structures (such as the World Forum for Harmonization of Vehicle Regulations and other Working Parties) to lead and collaborate in shaping key ITS strategies, such as harmonization and deployment.

10. Within such a framework, ITS infrastructure and services could be more effectively planned and, coordinated, and efficiently implemented both in terms of technical regulations and legal instruments. When developed through harmonized national policies, a common ITS deployment strategy would be more effective in offering a reliable, safe and seamless journey both for freight and passengers at a global level.

## **Action 3 Forging International cooperation**

11. The evaluation and assessment of results obtained from the UNECE public consultation on ITS clearly showed that Governments and stakeholders support the work of UNECE in this field, especially its regulatory work. In addition, its bridging function as the platform for international cooperation in transport, in particular with non-EU countries is seen as an added value.

12. International cooperation is considered essential for a successful change towards future needs for mobility. UNECE is encouraged to continue working in close cooperation with the European Union, International Organizations and other relevant stakeholders.

## **Action 4 Facilitating interoperability and the ITS architecture**

13. Innovative technologies in various transport fields are rapidly developing and made available. Given that the design and industrial development cycle of innovative technologies is shorter than the policy cycle, national regulatory authorities often lag behind, but this is particularly evident at the international level. This leads to technical fragmentation and eventual interoperability issues within and across the countries. Therefore, efforts to speed up development and implementation of regulations and agreements on technical and technological compatibility are warranted.

14. Some countries, like Japan and the United States of America have opted for an ITS architecture to avoid the problem of lack of interoperability and compatibility, and at the same time to ensure the necessary freedom for innovations and entrepreneurial initiatives. The ITS architecture offers a technology neutral map of services incorporating current systems into future strategies. With a properly developed and implemented architecture, Governments and stakeholders can identify both the services required by users and the

sources of data for those services. Such architecture can also describe how to optimize, coordinate, structure and share data sources and information services for the common benefit of the users.

15. Additionally, through the sharing of data, services and information, the overall cost and the cost of providing each component of the system are reduced. The ability for the private sector to operate effectively is enhanced because already available data from existing systems could be shared at a lower cost.

16. The European Union (EU) has launched major initiatives to overcome the slow and fragmented uptake and deployment of ITS in road transport. The European Commission's ITS Action Plan and — in the form of the ITS Directive — dedicated EU legislation on ITS together constitute a concerted policy framework to boost ITS across Europe. With these two complementary elements in place, the EU Roadmap is now clearly set and the tools are available to bring ITS deployment into a new era where integrated, interoperable systems and seamless transport services become the norm for Europe's road transport system. EU Directive 2010/40 of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport was adopted in 2010 and entered into force later that year. The deadline for transposition by member States was set to February 2012.

17. This development is an encouraging step towards the systematic and comprehensive implementation of ITS in the EU member countries. However, the full effect and the benefits of the ITS implementation could only be achieved and multiplied if a complementary strategy is developed for all other non-EU UNECE member countries at the pan-European level. It is with this objective that the UNECE Road Map and Strategy for promoting ITS is being developed to harmonize and ensure full coverage and implementation of the commonly adopted strategy throughout its 56 member countries.

### **Action 5 Ensuring data security**

18. Security and privacy concerns could become potential barriers to ITS deployment. Data losses and the danger of identity theft could reduce the potential performance and benefits of ITS. ITS have to be implemented by way of viable business cases that require consistent standards and regulations on liability and highest levels of security for personal data. Future UNECE ITS legislation will ensure protection of privacy and data security.

### **Action 6 Scaling up the work on ITS in all Working Parties of the UNECE Inland Transport Committee (ITC)**

19. In the transport sector the area of work Intelligent Transport Systems needs strengthening. The Transport Division's responsibility will be improving access to high-quality information on available ITS and their meaningful integration into the work of the intergovernmental bodies, e.g. through best practices. All Inland Transport Committee (ITC) Working Parties are encouraged to incorporate ITS related topics into their agendas.

20. All UNECE Working Parties should continue:

- (a) to align their work with sustainable mobility principles that include safe, efficient, environmentally friendly and affordable transport services, and
- (b) to determine how relevant ITS solutions could assist in bringing this about.

21. Figure 2 – indicates the core values of UNECE one can build on in promoting the use of ITS (convening power, legal instruments, harmonisation activities etc). It also positions UNECE as one among the key stakeholders with whom close cooperation is envisaged to avoid duplication and to leverage the activities and results of the players, governments, governmental bodies, industries and academia. In fact, UNECE can become a gateway or an institutional world forum for ITS.

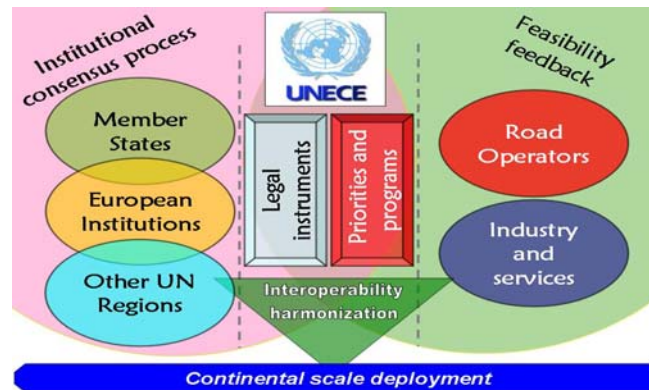


Figure 2 - UNECE as an Institutional World Forum for ITS

## Action 7 Promoting vehicle to infrastructure communication

22. The World Forum for Harmonization of Vehicle Regulations (WP.29) is introducing technological innovations in vehicles by regulations that are applicable on worldwide scale.

23. As a basic innovation, cooperative systems bring infrastructure and vehicle related intelligent transport devices that are active and ‘cooperate’ in order to perform a common service. Consequently, in cooperative systems, communication could be vehicle-to-vehicle or vehicle-to-infrastructure.

24. Advanced Driver Assistance Systems (ADAS) technologies are important advances in vehicle safety and the optimization of their potential benefits is crucial. In 2002 WP.29 established an ITS Informal Group to consider the necessity for a regulatory framework on ADAS, which are becoming more common in vehicles.

25. The development of provisions for ADAS — such as Lane Departure Warning Systems (LDWS) and Advanced Emergency Braking Systems (AEBS), the actions of which are restricted to emergency situations — are expected to bring about draft regulatory text proposals that will take the form of new stand-alone UNECE Regulations under the 1958 Agreement. According to an impact assessment made by the European Commission, the mandatory measures of these systems can prevent the loss of around 5,000 lives and avoid 35,000 serious injuries a year across the EU27.

26. Additionally, the World Forum invited the UNECE Road Safety Forum (Working Party on Road Traffic Safety - WP.1) and the Working Party on Road Transport (SC.1) to devote special attention to and accelerate their work on:

- raising awareness on the safety issues and missed opportunities with non-communicating infrastructure;
- infrastructure standards to promote vehicle to infrastructure and vehicle to vehicle communication (AGR, Convention on Road Signs and Signals).

## Action 8 Promoting vehicle to vehicle communication

27. Vehicle to vehicle (V2V) communication can be defined as the cooperative exchange of data between vehicles through wireless technology, with the objective of improving road safety, mobility, efficiency and improving the use of road capacity

28. Cooperative systems are expected to make use of state-of-the-art communication facilities to allow the driver access to all road and traffic information.

29. Imagine using one single device on board of your vehicle into which you may plug-in and synchronise your mobile phone, iPad or laptop and access all relevant information via one application. Close cooperation between UNECE, the International Telecommunication Union (ITU) and the International Standard Organization (ISO) is essential and will be further broadened on frequencies and international standards.

30. The competent UNECE body where actions are requested by Governments and global players, has yet to be identified regarding cooperative systems in the domain of information technologies.

## Action 9 Fighting the road safety crisis

31. UNECE is actively involved in the regional and global implementation of the UN General Assembly Resolution 64/255 Improving global Road Safety and has ambitious plans for a series of road safety activities to educate, raise awareness, to induce action and to create dynamic and effective responses to the road safety crisis. Those actions will be performed primarily by — but not limited to — the Road Safety Forum (Working Party on Road Traffic Safety-WP.1) and the World Forum for Harmonization of Vehicle Regulations (WP.29), including promoting accession to and, where necessary, more effective worldwide implementation of UNECE legal instruments.

## Action 10 Addressing the liability concerns

32. The 1968 Convention on Road Traffic states that “*Every driver of a vehicle shall in all circumstances have his vehicle under control....*” How are ITS solutions linked to the issue of liability? Devices that assist the driver to drive safely already exist. UNECE has played a crucial role in that development. Some of these technologies (e.g. navigation systems, cruise control and systems used to optimize the braking of vehicles) are already widely used and have contributed to fewer accidents and better fuel consumption.

33. Other vehicle-based systems are at various stages of development and will be incorporated into UNECE Vehicle Regulations later. ITS devices are also widely applied in traffic management and control through, for example, variable message signs, speed cameras, electronic vehicle detection and toll charging systems, and vehicle positioning and tracking.

34. The current critical debate concerns devices that act on behalf of the driver, or even override the driver’s decisions. While driver assistance systems contribute to intelligent and efficient mobility as well as to efficient and safe roads, they also introduce new challenges. For example, in a system failure and accident situation: who is legally liable? In some European countries, for example, the law in this respect clearly states that the liability of driving remains exclusively with the driver.

35. WP.1 and WP.29 already closely cooperate on this matter and will present a solution in the near future, particularly in the case of ADAS systems.

36. To bridge the gap, an agreement over the following overarching principle is emerging: ITS assisted driving is in harmony with the current legal instruments, while most of the governments are not ready to accept ITS that replace driver's decisions.

### **Action 11 Harmonizing Variable Message Signs**

37. The Working Party on Road Traffic Safety (WP.1) established an ad hoc group of experts on Variable Message Signs (VMS). Its wider mandate is to analyze new technological developments that increase road safety and to draw up proposals for including these developments in the relevant United Nations legal instruments.

38. The VMS expert group proposes that WP.1 considers restructuring the 1968 Convention on Road Traffic according to the following groupings:

- Road markings
- Posted signs
- Electronic signs

39. The idea behind this proposal is that *we need controlled change in order to keep cohesion* of road displays, whatever the signing domain, particularly between posted and electronic signs (shapes, design principles, contents). As it turned out in the case of VMS and their heterogeneous use through different European administrations, there is the real danger today that competing industries driven by marketing interests could take road signing for promotion purposes of particular brands (more fashionable, aesthetics, etc.).

40. Electronic signing, in principle, concerns the following devices:

- Traffic lights
- Traffic signals
- VMS

41. Consensus is sought for all types of road signs as a new platform for current and future work. At a later stage, an implementation programme will be warranted. This means: (a) Reform following a step by step approach, and (b) Consider the main issues, the main pictograms, creating proposals, etc.

### **Action 12 Making Transport of Dangerous Goods less dangerous**

42. The Working Party on the Transport of Dangerous Goods (WP.15) will continue to further consider how ITS applications such as Telematics could be used to improve safety, security and facilitate the transport of dangerous goods by standardization and using monitoring and tracking systems linking consignors, transport operators, emergency responders, enforcement and control authorities and regulators.

### **Action 13 Integrating with Rail Transport**

43. Interoperability is a key for improving rail infrastructure and thus the efficiency of railway operations. This would ensure that the railway sector could contribute to sustainable transport in a competitive environment with a level playing field for all modes.

44. The revised Master Plans of the UNECE TEM (Trans-European North-South Motorway) and TER (Trans-European Railway) Projects published in autumn 2011, devote a whole chapter to both road and rail ITS, summarizing the present status of



implementation as well as their expected future development. It also presents the experience gained by the individual member countries of TEM and TER Projects in these fields. It is expected that work in this field will continue.

#### **Action 14 Integrating with Inland Water Transport**

45. The UNECE "White Paper on Efficient and Sustainable Inland Water Transport in Europe" identifies River Information Systems (RIS) as one of the seven strategic areas of inland waterway transport developments. Under Policy Recommendation No. 3 the White paper calls on Governments, river navigation commissions, international organizations and the inland navigation industry to "promote the use of River Information Service and other information communication technologies (ICT)." It proposes a series of UNECE actions in this area, including supporting a pan-European dialogue on the implementation and further development of RIS and encouraging other uses of ICT for facilitating IWT operations and inspections of inland navigation vessels. This work will be carried out by the UNECE Working Party on Inland Water Transport (SC.3).

#### **Action 15 Enhancing the modal integrator's role of ITS**

46. The Working Party on Intermodal Transport and Logistics (WP.24) as well as the Working Party on Road Transport (SC.1) will take actions to simplify the rules and requirements on international road and intermodal transport and the relevant administrative procedures and documentation.

47. Integration of different transport modes and their information systems will allow inclusion of electronic information on road freight traffic operations in the intermodal transport operations and supply chains, making logistics and security more integrated and automated, thus increasing the efficiency and security of administrative procedures.

#### **Action 16 Developing Cost-benefit assessment methodologies**

48. A lack of harmonized methodology for cost-benefit analysis of ITS hampers the deployment of the innovative solutions with greatest overall community benefits and may encourage the use of other less beneficial solutions adding further costs to customers. More information in this area is needed since it is commonly accepted that cost-benefit analyses have major effects on future sustainable transport planning. It is a tool of special interest to Governments and policy-makers. It is an area where UNECE and in particular WP.5 are also tasked to work more and to provide guidance, building on earlier achievements and technical assistance in investment assessment methodologies. Transport Canada and the United States Department of Transportation might be of assistance since they have advanced knowledge and experience in this area.

#### **Action 17 Contributing to climate change mitigation and adaptation**

49. The potential contribution of ITS to reduced pollution and congestion is crucial. In January 2011 the UNECE Transport Division launched the United Nations Development Account funded project on climate change and transport. The goal is to develop and implement a monitoring and assessment tool for CO<sub>2</sub> emissions in inland transport to facilitate climate change mitigation. The tool will be freely available to all United Nations Member States. It will provide a robust framework for analysing different scenarios of sustainable transport, proposing transport-policy strategies, among them the further

development of ITS. The project is designed to assist Governments to develop mitigation strategies.

### **Action 18 Launching analytical work**

50. Every ITS service depends on the availability of an Information and Communication Technology (ICT) backbone and enabling systems that constitute the core of ICT infrastructure.

51. The success rate of ITS implementation is closely related to the availability of ICT infrastructure. The capability to deliver ITS services does not grow in a linear direction with the augmentation of available technology, but for most ITS services a minimum critical mass is needed in order to perform a wide number of tasks.

52. More research and analysis in this field should be carried out by UNECE – obviously through leveraging the benefits of inter-agency cooperation - to assist governments and to provide advice.

### **Action 19 Contributing to capacity building, education and awareness raising, with special attention to emerging economies**

#### **Assisting Governments**

53. The major aim of the UNECE is to promote economic integration. To this end, it provides analysis, policy advice and assistance to Governments; it supports the United Nations global mandates in the economic field, in cooperation with other global players and key stakeholders. In light of this mandate, the Transport Division has the necessary experience and is prepared to assist Governments and stakeholders in the deployment of ITS. This could be done through capacity building workshops and in cooperation with the other regional commissions (the Economic and Social Commission for Asia and the Pacific (ESCAP), the Economic Commission for Latin America and the Caribbean (ECLAC), the Economic Commission for Africa (ECA) and the Economic and Social Commission for Western Asia (ESCWA)).

54. The growth of road transport continues to be significant, especially in emerging economies. Simultaneously with the economic and financial crisis, the growth has been accompanied by rapid urbanization that is expected to continue unabated in the future. The rising concentration of population in cities is accompanied by growing social problems such as worsening traffic congestion, increasing air pollution and an escalating number of road accidents. However, not only urban areas are affected by these developments. Road transport growth exceeds the capacity of existing infrastructures and reform requirements in modern transport management are needed. These are all areas where ITS offers practicable solutions.

55. Education and awareness-raising is the key to innovation in transport. There is a need to inform the public how the future mobility will look like in order to foster this new culture, to keep the public abreast of what is going on, to plant understanding and gain acceptance and support.

#### **Leapfrogging**

56. The UNECE platform could be used as a bridge to disseminate knowledge and best practices and become the umbrella for coordinated policy action in the field of Intelligent Transport Systems worldwide.

57. Developing countries can leapfrog far more rapidly to an ITS-enabled infrastructure and far less expensively than developed countries. The important role of UNECE in fostering the integration of landlocked regions (such as central Asia) would be reinforced, providing new opportunities to a broader range of emerging economies to become better integrated, promoting economies of scale and a greater ability to cooperate and exchange information.

## Action 20 Organising the United Nations Annual Round Table on Intelligent Transport Systems

58. Under the aegis of the UNECE, all countries will have the opportunity for dialogue and develop cooperation on ITS issues through round table discussions convened annually.

59. The outcome of these round tables would provide guidance for and direct the work of the relevant UNECE bodies where actions would be initiated by Governments, other key stakeholders and global players, including the business community.

60. The UNECE Transport Division will provide the platform for exchange of views, provide analytical inputs, policy advice and assistance to Governments, and will ensure that the United Nations global mandate in this field of transport is maintained.

## How will the Road Map and its actions be implemented?

61. The planned actions can be grouped as follows: (i) those of global nature (like common agreement on the definition) that encompass a whole range of areas of work and relevant institutions (like forging international cooperation); (ii) those that are direct or indirect continuation of on-going activities of Working Parties and of the UNECE secretariat (like vehicle to vehicle communication) and as such they can be manifested either in modification of legal instruments or through guidelines or recommendations for governments; (iii) those that help common thinking through theme related analytical work to push the envelop for the follow-up decision making; (iv) and finally those that serve knowledge sharing and capacity building. The annual round table on ITS issues will be dedicated to the most critical specific topic of the year so that the outcome of the round table contributes to a commonly acceptable solution.

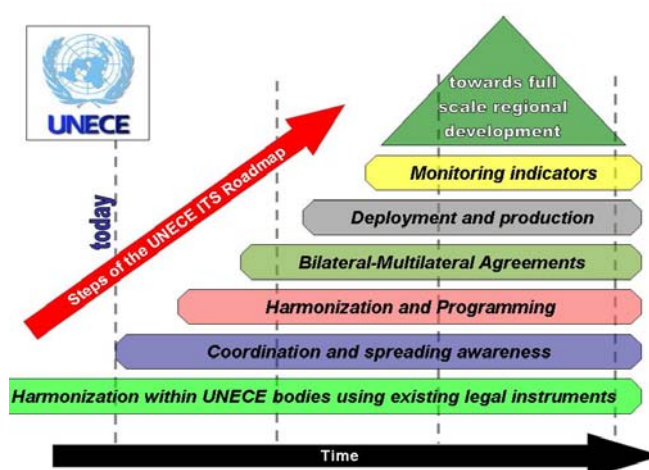


Figure 3 – Steps of the UNECE ITS Road Map

62. As illustrated in figure 3 the already on-going actions aim at harmonisation within the UNECE bodies using existing legal instruments. This will not only continue, but will be scaled up to all relevant topics and to all working parties. More inter-governmental and inter-agency coordination will be embarked on for efficient resource utilisation. As some of the actions bear fruits the effectiveness of harmonisation will be increased and the work programs of the Inland Transport Committee and its subsidiary bodies, the working parties, as well as the administrative committees of the different legal instruments will likely increase and /or sharpen their activities to promote the use of ITS. Further on, it is most probable, that modification of existing multilateral transport conventions, agreements and other legal instruments will be warranted. Today it is pre-mature to think about a UN legal instrument on ITS, though this cannot be excluded either. An important part of the implementation of the actions is to make sure that results are known to governments and to all other stakeholders. Finally, implementation and its impact will be regularly monitored and the secretariat will report to its governing bodies, first of all to the Inland Transport Committee. For implementation monitoring indicators will be developed and agreed on based on the adoption of this Road Map.

---