

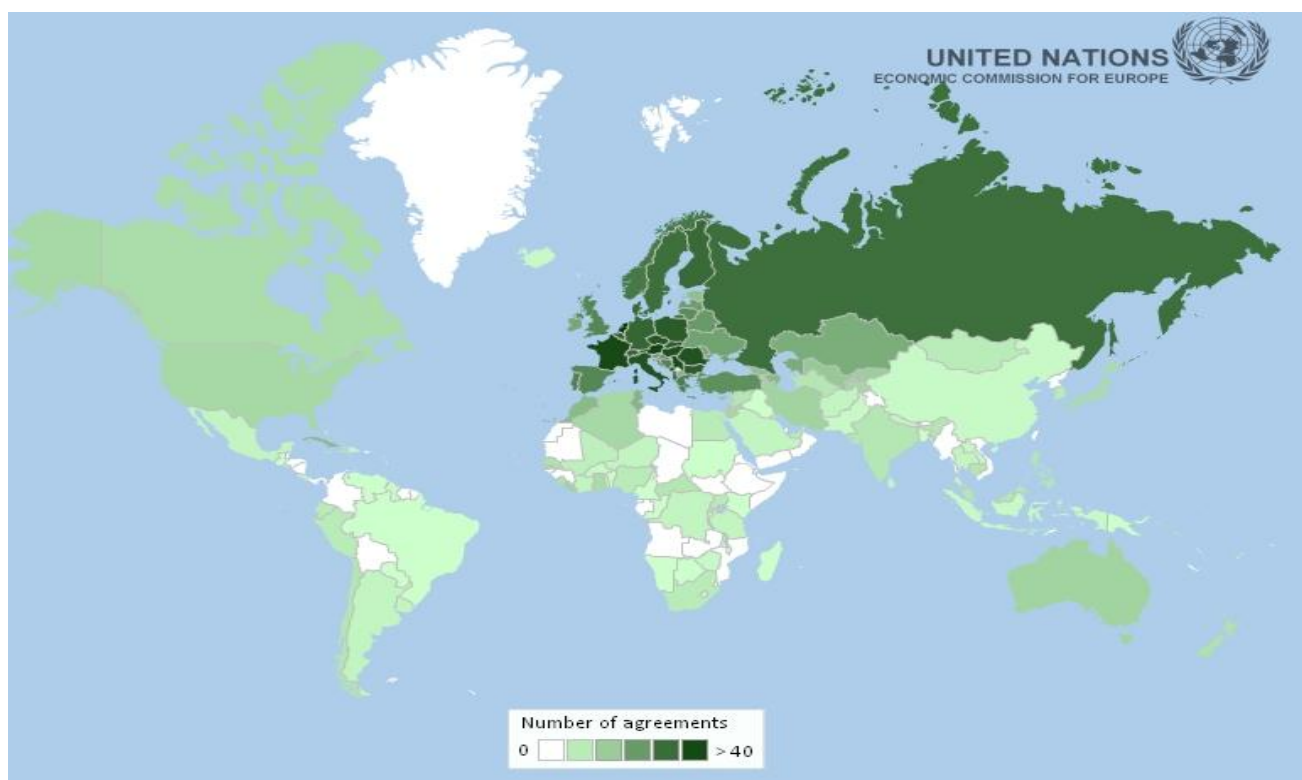
## TRANSPORT

### Meeting the mobility challenges of a new era

#### Introduction

The transport sub-programme of UNECE is tasked with the servicing of the Inland Transport Committee (ITC), the only United Nations intergovernmental body dedicated to inland transport, its Working Parties as well as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals. ITC and its subsidiary bodies administer the 58 UN conventions, agreements and other types of legal instruments

which shape the international legal framework for road, rail and inland waterway transport, intermodal transport as well as dangerous goods transport and vehicle construction. The primary focus of UNECE work is on these transport conventions thus, activities are linked to them and take the form of (i) policy dialogue and regulatory work; (ii) analytical activities and (iii) capacity building and technical assistance. The ITC is thus a unique body specialized in inland transport with the overarching goal to contribute to the development of inland transport in a safe, efficient and environmentally friendly way. Its decisions have a direct impact on the daily life of people and businesses throughout the world.



For the transport sector as a whole, 2012 was a year of recognition:

1. For the first time in the history of the United Nations Earth summits the importance of transport and mobility as contributing to sustainable development was acknowledged. The outcome document of the United Nations

Conference on Sustainable Development in Rio de Janeiro, referred to as Rio+20, even devoted a special chapter to transport;

2. Increased political attention was given to the global road safety crisis and the General Assembly of the United Nations adopted the new resolution 66/260 - titled "Improving Global Road Safety", commending UNECE's activities and

encouraging United Nations member States to accede to its legal instruments. In addition, as a result of the close coordination between the United Nations Regional Commissions and the effective support by ITC members, the General Assembly resolution 66/260 acknowledged, more substantively than ever before, the road safety work of the UN Regional Commissions and in particular of UNECE. The resolution also refers to the 2013 United Nations Global Road Safety week, which will be held from 6 to 12 May 2013.

3. For the first time ever, transport ministers met to discuss the ways and means that Intelligent Transport Systems (ITS) can revolutionise transport management, and how to facilitate coordinated and rapid deployment of ITS on a global scale.

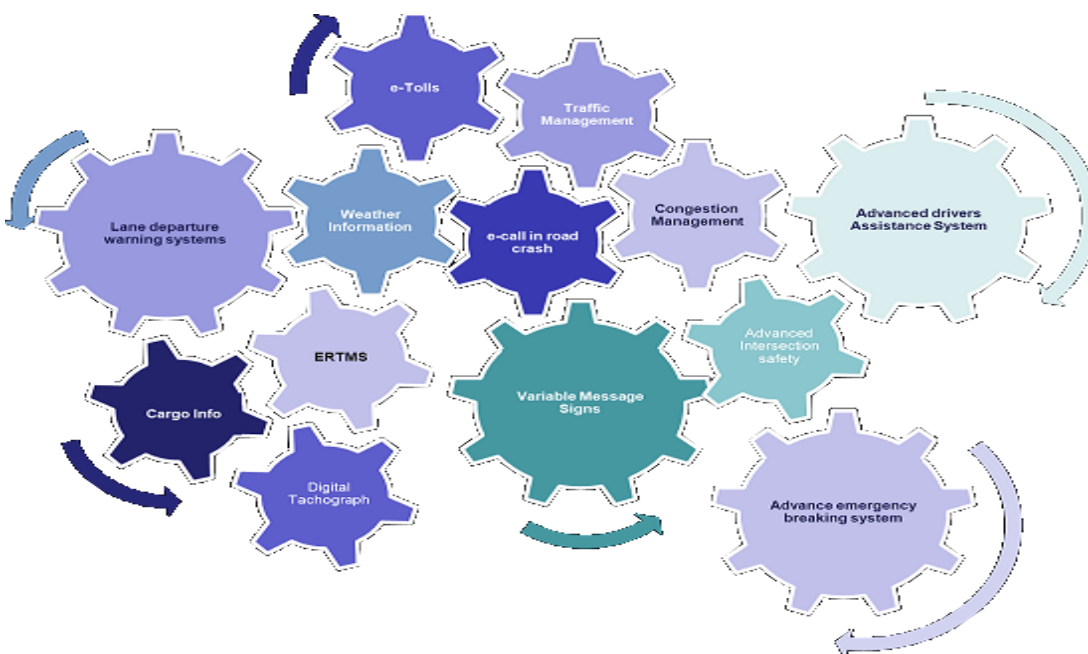
These achievements are naturally thanks to many contributors among whom UNECE and particularly the ITC played a distinctive role. Several ITC members took an active role in the drafting process of the Rio+20 outcome paper, while the UNECE Transport Division worked closely with the UN Department of Economic and Social Affairs (DESA). In addition, the UNECE study “Transport for Sustainable Development in the ECE region” was published in 2012, and served as a background paper for the Rio+20 conference.

The paper is the first of its kind to translate the concept of sustainable development to terms applicable to inland transport. In this regard the study unbundles the broad and complex theory to cover:

- **Access** - for individuals, mobility means access to work, health or education, while for national economies, it means access to markets -;
- **Affordability** – for individuals, it means the share of transport in their household expenditure or the cost of public transport, while for societies, it means financing capacity to build and maintain transport infrastructure and services -;
- **Safety** – in all inland transport modes -;
- **Security** – as the new emerging issue -; and
- **Environmentally friendly development** of the sector in all its complexity.



*The inclusion of sustainable transport as a priority in the Framework for Action and Follow-up of the Rio Outcome Document was a breakthrough for scaling up and mainstreaming sustainable transport*



*Transport ministers met to discuss the ways and means that Intelligent Transport Systems (ITS) can revolutionise transport management*

With regard to raising awareness on the importance of ITS deployment, the 2012 policy segment of ITC played a pivotal role. It not only

launched the UNECE strategic package on ITS, but it also managed to bring this topic to the forefront of decision makers and to galvanise their support.



*UNECE's ITS package was formally adopted by ITC governments*

## **Actions promoting innovative transport technologies and ITS**

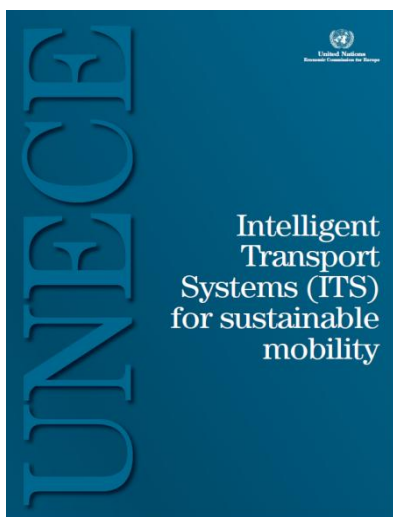
Following the adoption of the ITS package in early 2012, several ITC bodies explored the ways to best exploit the advantages of increasingly available intelligent technologies. The World Forum for Harmonization of Vehicle Regulations (WP.29), at its November 2012 session, adopted two new regulations on Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning Systems (LDWS). The Informal Working Group on ITS under WP.29 considered the principles for design and control of Advanced Driver Assistance Systems, so as to set harmonized minimum requirements. Furthermore, the Working Party on Road Traffic Safety (WP.1) considered the consistency between the 1968 Convention on Road Traffic and the legal instruments governing vehicle construction in order to address questions on legal liability when using ITS. In addition, the Working Party on Intermodal Transport and

Logistics (WP.24) dedicated the year 2012 to ITS and looked at ways to assist intermodal transport systems in becoming attractive and providing seamless trans-shipment between road, rail and inland water transport modes by implementing modern information and communication technologies.

Under the Working Party on the Transport of Dangerous Goods (WP.15), the Informal Working Group on Telematics met twice and continued its work on how to use ITS to improve safety and security in the transport of dangerous goods.

During the ITS Ministerial Roundtable at the 2012 ITS World Congress held in Vienna, UNECE further advocated the role of ITS in ensuring safer, more efficient and more environmentally friendly mobility. One of the main messages was that ITS will also change the way the transport sector at large is managed. The next step towards implementing the UNECE Road Map on ITS and its 20 actions will be at the next

UNECE annual ITS Round Table, which will be organized in cooperation with the International Telecommunication Union (ITU) in June 2013. The theme will be Driver Distraction and Road Safety.



*ITS will change the transport sector at large and it will result in a cultural change in our society. UNECE is a global leader facilitating this change.*

## Implementing the Decade of Action for Road Safety (2011-2020)

WP.1 is the permanent intergovernmental body in the United Nations system that focuses on improving road safety. Its primary role is to keep the major road safety conventions, in particular the Conventions on Road Traffic and on Roads Signs and Signals of 1968 up-to-date. All United Nations legal instruments addressing the main factors of road crashes such as road user behaviour, vehicles and infrastructure are administered by the Inland Transport Committee and its working parties. Their 360 degree approach is reflected in UNECE's 2012 publication "Spectrum of road safety activities".



*With 1.3 million fatalities and 50 million casualties annually on the world's roads, road safety is a major social and economic issue that UNECE has been dealing with for 65 years*

2012 witnessed the continuation of several activities launched as part of the United Nations Decade of Action for Road Safety (2011-2020), proclaimed by the General Assembly Resolution (64/255). ITC considered how it can contribute to the implementation of the Global Decade of Action and endorsed a comprehensive Implementation plan, which sets out the UNECE goals and planned actions.

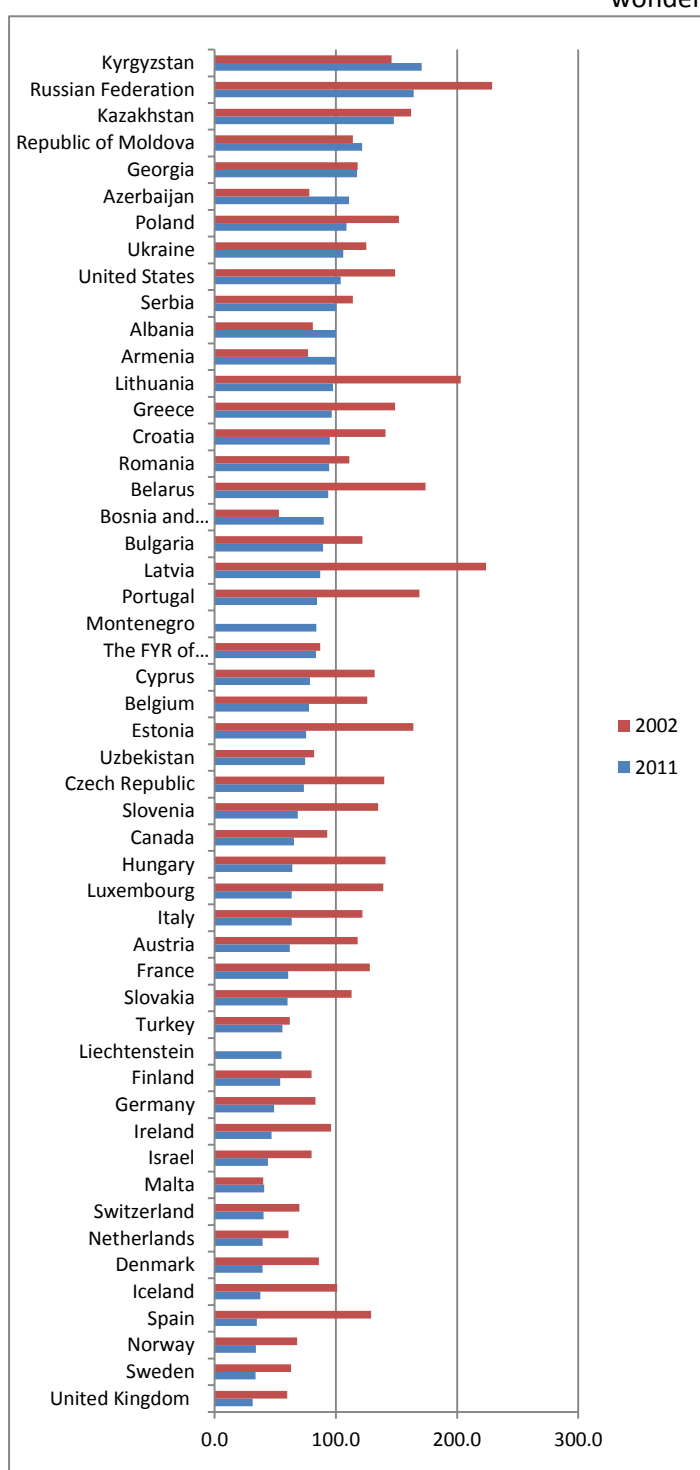
A number of other significant legislative developments contributing to road safety took place in 2012, such as for example the new UN Regulation on child restraint systems by WP.29. The new system adds to existing standards by introducing a side impact test procedure. This will lead to better head protection, especially for younger children while the regulation establishes mandatory rear-facing positions for children up to 15 months. Moreover, provisions for reducing the blind spot on the passenger side of heavy duty vehicles and improving driver visibility of other road users were included in the text of existing United Nations Regulations. Other new regulations adopted covered lane departure warning systems and advanced emergency braking systems. A special publication on helmets, which informs governments and the general public about the need to wear quality helmets when driving motorcycles and mopeds in order to be adequately protected in case of an accident, was also completed during 2012.

As driving times and rest periods of professional drivers are a key aspect of road safety, it is worth noting the progress made in the implementation of the digital tachograph – a sophisticated monitoring device installed in all commercial vehicles registered in the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). While the digital tachograph became mandatory already in 2010, some countries encountered difficulties in meeting the deadline. By 2012, however, great overall progress was made in implementing the

the digital tachograph in non-EU AETR Contracting Parties. A great majority of countries have either fully implemented the measures necessary for the use of the digital tachograph or are very close to their completion.

A particular challenge in the area of road safety will continue to be scaling up efforts to assist member countries to increase management capacity and prepare programs that address road

**Road accidents fatalities per 1 000 000 inhabitants, 2002-2011 source: UNECE Database**



safety issues. Although primary responsibility for increasing road safety is vested in Governments, it is recognized that this requires not only political will and commitment, but also coordinated efforts and significant funds.

## Environmental Sustainability in Transport

The environmental pillar of sustainable transport development is often more in the limelight than the social and economic pillars. No wonder, since for a long time governments have

been giving priority to diminishing the negative environmental impact of transport. Despite the very good results in air and noise pollution, emission controls remain an important challenge particularly in countries with old vehicle fleets. Thus on the short-term UNECE stays active in promoting improvement in fuel efficiency and vehicle emissions controls while long-term goals include migrating transport from fossil-based energy to other alternatives such as renewable energy and use of other renewable resources. Against this background, UNECE has carried out significant work in 2012, targeting both the mitigation of transport's carbon footprint, but also the promotion of environmentally friendly electric vehicles.

### Regulations on the Construction of environmentally friendly vehicles

In 2012, Regulation No. 100 dealing with the construction of electric vehicles was enhanced with provisions on the safety and type approval of Rechargeable Electric Storage Systems, which will facilitate the introduction of safe electric vehicles into the market and promote their use.



With regard to the environmental performance of regular motor vehicles, the World Forum in 2012 updated several United Nations Regulations annexed to the 1958 Agreement. Most of these were through the adoption of the Euro VI provisions for heavy-duty vehicles, including heavy duty engines and vehicles using dual fuel as well as regulating the simultaneous use of gas and petrol, under certain conditions on bi-fuel vehicles equipped with petrol direct injection systems. In addition, two USA regulations were included in the Compendium of Candidate Global Technical Regulations on (a) 2018 greenhouse gas emissions (GHG) and fuel efficiency standards for medium- and heavy-duty engines and (b) on motor vehicle fuel economy label: new fuel economy and environment labels for a new generation of vehicles.

The International Environmentally Friendly Vehicle Conference (EFVC) was first launched in the framework of the World Forum to promote the use of environmentally friendly vehicles. The 5<sup>th</sup> conference was held in Baltimore in 2012.

### **For Future Inland Transport Systems Project (ForFITS)**

UNECE launched the ForFITS project for the development and implementation of a tool to monitor and assess CO<sub>2</sub> emissions from inland transport activities. This 3-year project funded by the United Nations Development Account (UNDA) which started in 2011, with the goal of facilitating climate change mitigation, involves all United Nations Regional Commissions.

The main objective of this project is to enhance international cooperation and planning towards sustainable transport policies. Its achievement is expected to result from capacity building initiatives organized for policy makers and training activities for technical experts, leveraging on the development of a modelling tool capable to assist users in the selection of the most appropriate and effective measures to reduce CO<sub>2</sub> emissions in the inland transport sector, including road, rail and waterways. CO<sub>2</sub> emissions caused by international aviation and maritime transport are not covered by this project.

A ForFITS International Expert Meeting (IEM) was held in April 2012. This event allowed UNECE to disseminate information about this project, share experiences and explore possible synergies with other stakeholders. In combination with a workshop with selected experts, the IEM also allowed the UNECE to receive feedback on its review of statistics, mitigation policies, and modelling tools finalized in October 2012 and on a draft methodology of the ForFITS tool (released in April 2012).

Following the recommendations received at the workshop, the UNECE started the development and implementation of a model prototype. A first model, intended to be a very pragmatic tool to help governments in their policy making, is expected to be operational by the end of February 2013. Relevant documentation, including a methodological description and a user manual are expected to become available shortly thereafter. Other project development steps

include a piloting-out phase, involving specific trials in the different regions (early 2013), capacity building workshops (late 2013), as well as training activities for policymakers and technical experts (also in late 2013). The workshops and training sessions will take place in regions of all UN Regional Commissions.

### **Climate Change Adaptation**

In June 2012, a conference was held in Greece to bring climate change adaptation issues to the forefront of discussion in the UNECE region. The conference, organized by the Government of Greece with the support from UNECE, was convened to raise awareness and build capacity about climate change adaptation challenges. More than 70 international experts identified the best practices in national transport policies and risk management. The conference significantly contributes to the work of a Group of Experts established to explore policy-oriented recommendations and improve the long-term sustainability of transport.

## **Developments in International Inland Transport Legislation**

### **Vehicle regulations**

As already mentioned, in 2012, WP.29 adopted 5 new United Nations vehicle Regulations annexed to the 1958 Agreement, aimed at improving vehicles' safety and their environmental performance. In addition, a new UN Global Technical Regulation, in the framework of the 1998 Agreement, was published on the identification of controls, tell-tales and indicators for motorcycles.

Existing regulations were updated with 99 amendments, bringing them to the latest level of technical progress and introducing more severe limits. Among them, the introduction of

manoeuvring reversing lamps, avoidance of the risk of ejection of vehicle occupants, as well as new marking requirements for tyres to facilitate the consumer in the identification of their technical specifications.

A new edition of the publication on the World Forum was issued, explaining the functioning of WP.29 in order to facilitate accession of more countries outside the ECE region to the vehicle Agreements.

### **Transport of Dangerous goods**

Under the auspices of the Economic and Social Council (ECOSOC), the United Nations has developed mechanisms for the harmonization of hazard classification criteria and hazard communication tools (GHS) as well as for transport conditions for all modes for transport (TDG), in order to promote safety, security and protection of the environment, and to ensure consistency between national, regional and international regulatory systems applicable to the transport of chemicals and dangerous products, their storage, supply, use at the workplace or by consumers. The UNECE provides secretariat services to the ECOSOC bodies responsible for these mechanisms and administers regional agreements that ensure the effective implementation of these mechanisms in the transport of dangerous goods by road, rail and inland waterways.

The Globally Harmonized System of Classification and Labelling of Chemicals (GHS) contains criteria for classification of chemicals covering all kinds of chemical hazards (physical hazards and hazards to health or the environment) and hazard communication tools (labelling and safety data sheets) intended to be used not only in the transport context but also for supply, storage, workplace safety and protection of the environment.

The United Nations Recommendations on the Transport of Dangerous Goods adapt the GHS to the transport context, and address the transport conditions that are relevant for all modes of transport, such as listing of dangerous goods, packing, labelling, emergency response, carriage in portable tanks and provide, in the Manual of Tests and Criteria, testing methods for physical hazards.

In 2011, the UNECE had published the fourth revised edition of the GHS, the 17<sup>th</sup> revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and an amendment to the 5<sup>th</sup> revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria.

These amended or new United Nations recommendations were considered by WP.15 in 2011 and 2012, and this led to the adoption of amendments to the UNECE legal instruments and the publication by UNECE in 2012 of revised editions of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2013) the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2013), for application as from 1 January 2013.

ADR 2013 also contains revised provisions specific to road transport, e.g. regarding driver training and passage through tunnels. Additional amendments concerning stability of inland navigation tank vessels and training of their crews were incorporated in ADN 2013 in response to the capsizing of the tank vessel "Waldhof" on the Rhine in January 2011.

Other legal instruments administered by other international organizations were also amended to reflect the United Nations Recommendations, also for application as from 1 January 2013:

The International Maritime Dangerous Goods Code prepared by the International Maritime Organization *The global contribution of UNECE's work in* (mandatory for the 159 Contracting



Parties to the International Convention for the Safety of Life at Sea);

- 2013-2014 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air, prepared by the International Civil Aviation Organization (ICAO) (mandatory for the 190 Contracting Parties to the Convention on Civil Aviation);
- The 2013 edition of the Dangerous Goods Regulations prepared by the International Air Transport Association (IATA);
- The Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), prepared by the Intergovernmental Organization for International Carriage by Rail (OTIF) (mandatory for the Contracting Parties to the Convention concerning the International Carriage by Rail).

In the European Union, the provisions of the 2013 edition of ADR, RID and ADN were implemented for domestic traffic through

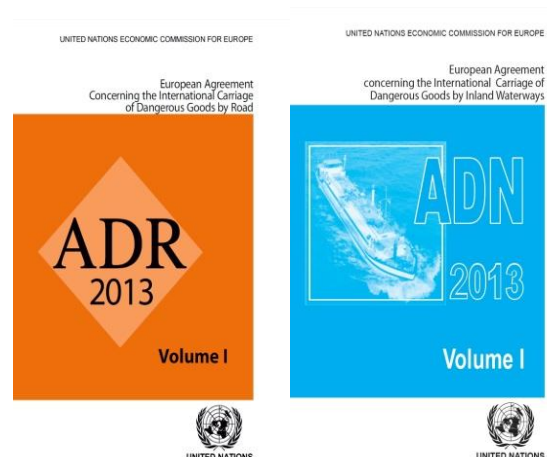


Commission Directive 2012/45/EU of 3 December 2012 adapting for the second time the Annexes to Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods.

With regard to the classification and labelling of chemicals, some of the major achievements in relation to the implementation of the GHS were:

- the entry into force of GHS-based legislation in the United States of America, Australia, Switzerland and China;
- the update, adoption, revision or development of national legislation or standards based on the GHS in: Brazil, Canada, Brazil, Russian Federation, South Africa, Switzerland, Uruguay, and Zambia, together with the other States, members of the Southern African Development Community (SADC); and
- The publication of Commission Regulation (EC) 618/2012, amending the European Regulation implementing the GHS in all countries member of the EU and the European Economic Area (i.e.: this third adaptation to technical progress aimed at updating the list of substances with a GHS harmonized classification and labelling has been agreed).

Also, the ECOSOC Committee of Experts on the Transport of Dangerous and on the Globally Harmonized System of Classification and Labelling of Chemicals concluded its work of the biennium 2011-2012 and adopted three sets of amendments to the seventeenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations; the fifth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the fourth revised edition of the GHS.



The major challenge for the Working Party on the Transport of Dangerous Goods in 2013 will be to prepare and adopt amendments to ADR, RID and ADN to reflect the provisions contained in the new United Nations recommendations. The catalogue of questions related to the training and examination of experts required to be on board inland navigation vessels carrying dangerous goods will have to be adapted to the new provisions included in ADN 2013. Consideration will be given to the possible issuance of temporary derogations to the provisions of ADN to allow vessels to be powered by liquefied natural gas (LNG) or a combination of LNG and diesel. The carriage of LNG as a cargo will also be discussed.

The ECOSOC Committee will start its work for the biennium 2013-2014 on the basis of the programme it adopted in December 2012 covering a wide range of issues, e.g. classification criteria for polymerizing substances, corrosive substances, water-reactive substances, desensitized explosives, nanomaterial, refrigerant gases, testing of explosives and oxidizing solids, transport of electric storage systems, of used medical devices, of environmentally hazardous substances.

### Road Transport

In 2012, the ITC established an Expert Group on the European Agreement on the Work of Crews of Vehicles Engaged in International

Road Transport (AETR), to work on developing proposals for amending the AETR Agreement, and in particular, to create an administrative committee. The secretariat tabled a major paper describing the main AETR issues and options, supported a survey about the prevailing legal instruments applicable to road transport operations and third party rights and obligations under the AETR Agreement, and renewed the arrangements for EU support to non-EU AETR Contracting Parties using the digital tachograph.

In addition, several amendments to the European Agreement on Main International Arteries (AGR) were proposed, but the Contracting Parties' obligations to endeavour to establish and implement procedures relating to road safety impact assessments, road safety audits, management of road network safety and safety inspections for the roads of the international E-road network have yet to come into effect. Similarly, an e-CMR – or an electronic version of a consignment note – still awaits Contracting Parties' agreement on procedures and implementation. So far, only seven countries have acceded to the Additional Protocol to the CMR concerning the electronic consignment note. The on-going road transport work also includes an examination – led by Turkey - of the "Draft convention aligning bilateral agreements on international road transport with the mandatory rules of multilateral instruments governing international road transit". An informal Expert Group continued 2012 to develop a proposal for a new multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS), which is strongly supported by the government of Switzerland. Finally, Moldova acceded to the Convention on the contract for the international carriage of passengers and luggage by road (CVR).

One of the central challenges in road transport will continue to be the implementation of the digital tachograph. A more pressing issue, however, will be reconciling the broader

challenges of the AETR Agreement. To-date, AETR Contracting Parties have demonstrated an urgent need to solve the problems related to the Agreement, including its complicated relationship with the European Union legal regime. While actions taken to address the issues relating to the AETR and the digital tachograph have been constructive, further continued efforts on the part of the secretariat and strong political impetus are essential.

### **Rail Transport**

In accordance with the Position Paper towards unified railway law in the Pan-European region and on Euro-Asian transport corridors, the Working Party on Rail Transport worked on the development of an Inter-Governmental Document (Joint Declaration) that was signed by the Ministers of countries interested in Euro Asian rail transport at the 75th session of the Inland Transport Committee (26–28 February 2013).

The major challenge will be to progress, on the basis of the UNECE Position Paper towards unified railway law, on the agreed strategy towards operational and legal facilitation procedures for pan-European rail transport operations, particularly on Euro-Asian corridors, and to ensure implementation of concrete measures in line with established milestones. A particular challenge will be to arrive at short-term improvements for Euro-Asian rail transport operations based on harmonized contractual arrangements that provide a "bridge" between the two existing legal railway regimes.

### **Inland Waterway Transport**

A large package of amendments to the European Code for Inland Waterways (CEVNI) was adopted in 2012 that provide for harmonization and a pan-European framework of navigational rules applicable on canals and rivers, such as the Danube, Mosel, Rhine and Sava. Also, further steps were taken to facilitate at the pan-European level the mutual recognition of boatmasters'

certificates and the harmonization of professional requirements in inland navigation.

### **Border Crossing Facilitation and the TIR Convention**

In 2012, with the accession of Morocco to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention), the number of Contracting Parties was brought to 56. Following the entry into force on 30 November 2011 of the new Annex 9 to the Harmonization Convention, the UNECE secretariat and Contracting Parties, in cooperation with international railway organizations such as OSJD and OTIF, worked in 2012 towards developing a plan of action to speed up the introduction of the provisions of Annex 9 at the national level. Annex 9 introduces a wide set of measures to facilitate rail freight border crossing, which promotes:

- minimum infrastructure and staff requirements for border (interchange) stations;
- cooperation between adjacent countries at border (interchange) stations;
- reciprocal recognition of all forms of control;
- selective and simplified controls on the basis of risk assessment;
- moving of certain forms of controls to the stations of departure and destination;
- setting up time limits for border clearance and monitoring actual border delays;
- the use of Electronic Data Interchange (EDI) systems; and
- the use of the combined CIM/SMGS railway consignment note, as a Customs document.

The secretariat and WP.30 continued to monitor the implementation of the Convention and launched a recurrent survey of Contracting Parties with regard to the application at the

national level of Annex 8 on road transport. The outcome of the survey will be available at the beginning of 2013.

Concerning the TIR Convention, an extensive package of amendment proposals came into force clearly defining responsibilities and liabilities of the major players in the TIR system (Customs, operators and guarantors) in case of infringements. The TIR Administrative Committee also adopted amendments on a new Annex 9, part III to the TIR Convention to introduce the conditions and requirements for the authorization of an international organization (presently IRU) to take on the responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets. Unless an objection is raised, these amendments are expected to enter into force in 2013.

The Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) is about to finalize the technical aspects of the computerization of the TIR procedure (eTIR project) and has also addressed the financial implications of eTIR with a Cost-Benefit Analysis (CBA).

Finally, the secretariat has successfully launched a new IT application, ITDBonline+ which provides on-line access to the International TIR database (ITDB) which contains information on all operators who have ever been authorized to use the TIR procedure (around 60'000 records). With this new software, not only can countries consult the ITDB data, but also modify them on-line when necessary.

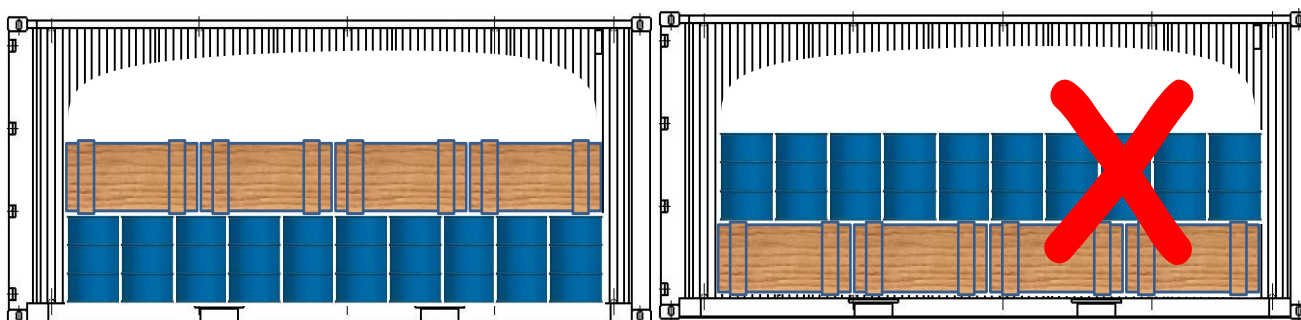
Major challenges for the TIR Convention will be to address the financial implications of eTIR, based on the CBA, identify sources of funding, as well as to draft legal amendments to the current TIR Convention to cater for electronic data interchange (EDI) technologies. Another issue will

be to ensure the smooth implementation of the TIR procedure in the newly created Customs union of Belarus, Kazakhstan, Russia and their neighbours.

### Intermodal Transport and Logistics

Under the auspices of the Working Party on Intermodal Transport and Logistics, an Expert Group including the International Labour Organization (ILO), International Maritime

Organization (IMO) and UNECE finalized the first draft of a Code of Practice for packing cargo transport units. This code should provide scientific rules and policy guidance to allow Governments and the transport and insurance industries to develop globally harmonized procedures and regulations for enhanced safety and efficiency in international freight transport. During 2013, this draft code will be reviewed by competent organs of ILO, IMO and UNECE and is expected to be adopted by the three organizations in 2014.



### Transport of Perishable Foodstuffs

Kyrgyzstan and Turkey acceded to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) in 2012. A number of countries also transpose ATP provisions into domestic legislation covering refrigerated transport. Notably, the ATP became applicable to domestic transport of perishable foodstuffs by road in the Russian Federation from April 2012.

The Working Party on the Transport of Perishable Foodstuffs (WP.11) adopted amendments to Annex 1, Appendix 1 of ATP aimed at improving the certification procedure for ATP equipment, and advice for inclusion in the ATP Handbook on the placement of temperature measuring and recording instruments aimed at ensuring that the correct temperatures are met at all times for the carriage of chilled and frozen foodstuffs.

Amendments to the ATP introducing a testing procedure for multi-compartment multi-temperature transport equipment are expected to enter into force in 2013. This type of refrigerated transport equipment is commonly used by the big supermarket chains and makes it possible to simultaneously carry different cargoes at different temperatures. This equipment makes up as much as 30% of the refrigerated transport fleet in some countries. Challenges in 2013 will include the further revision of Annex 1, Appendix 1 of ATP and continued discussion on extending the scope of ATP to cover fresh fruit and vegetables.

### Transport Infrastructure: better access to opportunities

#### TEM and TER

The Trans-European North-South Motorway (TEM) Project and the Trans-European Railway (TER) Project represent specific platforms for cooperation between participating countries in the fields of road and rail transport. Sixteen



countries of Central, Eastern and South-Eastern Europe and the Caucasus participate in the TER Project and fourteen of them also participate in the TEM Project. UNECE is the Executing Agency for both projects. The TEM and TER Cooperation Trust Fund Agreements make the Projects self-sustained, financed by direct contributions from the member countries and ensure the implementation of their main objectives.

At a meeting held in 2012 in Ankara on research and development, Intelligent Transport Systems, road/rail Intermodal Innovations and road safety, participating experts elaborated an Action Plan to follow up the TEM and TER Master Plan Revision. Several activities, such as the completion of the missing or insufficient data in the Master Plan Revision and efficient monitoring of the implementation of the Master Plan Revision are envisaged to be carried out in 2013. Furthermore, at the thirty-second session of the TER Steering Committee, the decision was taken to elaborate the TER Master Plan for High Speed Railways.

The future challenges concerning the TEM and TER Projects are, among others, their extension to observer countries (Belarus, Republic of Moldova, the former Yugoslav Republic of Macedonia, Ukraine) as well as their extension to the countries participating in the Revision of the Master Plan, i.e. Albania, Azerbaijan and

Montenegro; the full integration of new member countries (Armenia and Serbia); monitoring the implementation of the TER and TEM Master Plan Revision; financing the development of motorway, road and rail transport infrastructures; road and rail safety and security issues; strengthening the support by the local staff of the TEM and TER Project Central Offices in Warsaw and Bratislava; and solving the managerial situation of both Projects as from 1 January 2014, when the assignment of the present Project Manager will terminate.

#### **EATL**

The EATL project has the objective of identifying main Euro-Asian road and rail routes for priority development and cooperation. An Expert Group established under the project proved to be a good cooperation mechanism for the coordinated development of coherent Euro-Asian inland transport links.

The 27 member countries of UNECE's EATL project continued to work closely with the secretariat to finalise the Phase II of the Euro-Asian Transport Links (EATL) project and produce the final report. The EATL project continued to attract interest and expand its coverage so that, in July 2012, Poland decided to join the EATL group as the twenty-eighth and, in September 2012, Serbia as the twenty-ninth country. The EATL Phase II report was presented at the Second

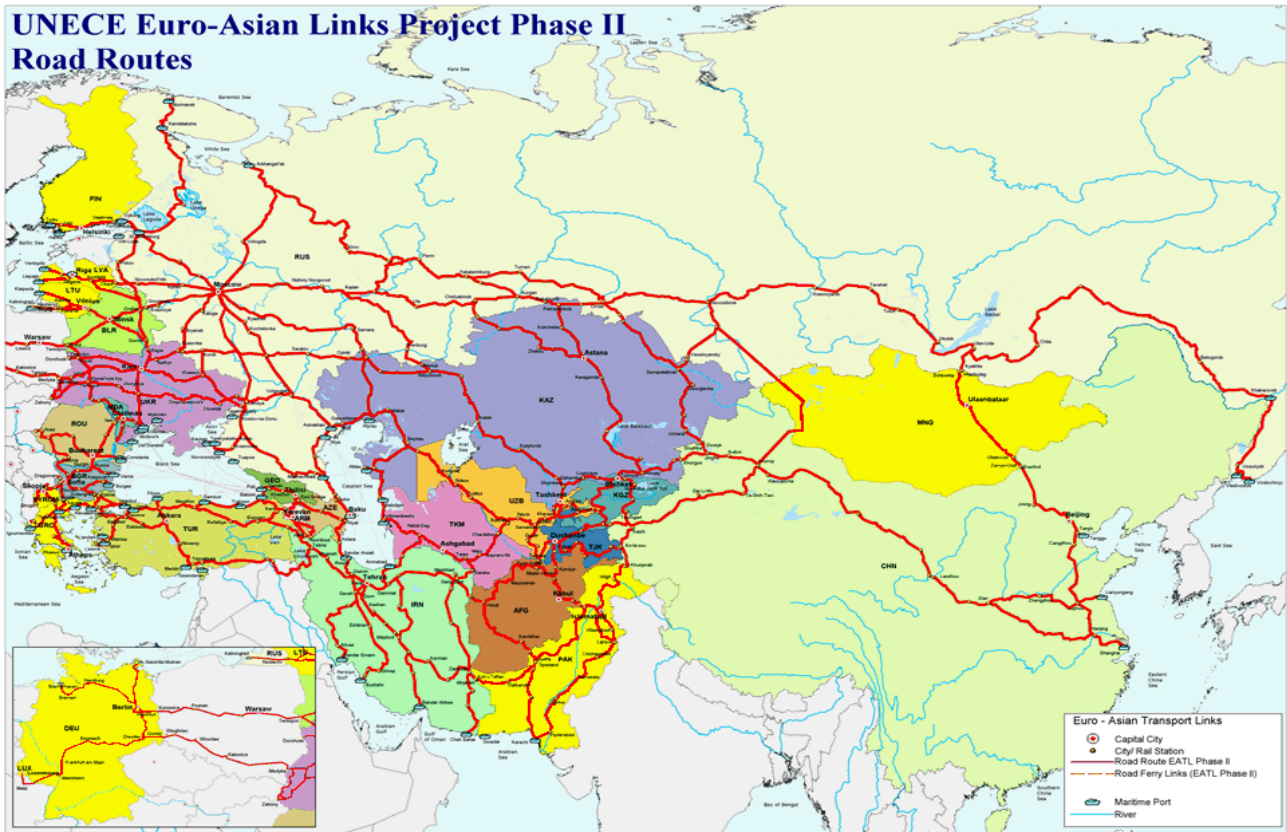
Meeting of EATL Ministers of Transport in Geneva on 26 February 2013. The Ministers endorsed the Phase II report and provided impetus for Phase III.

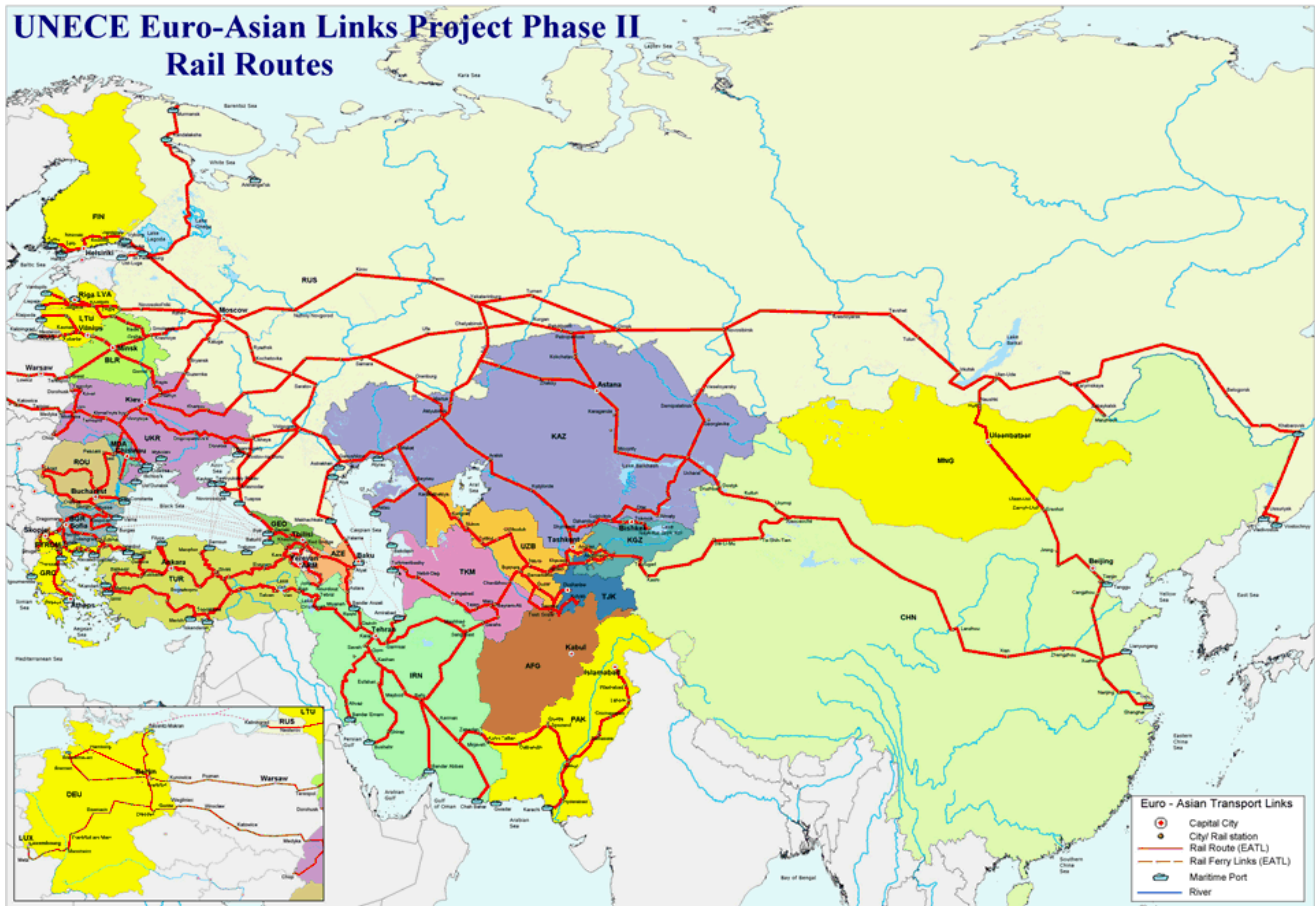


The primary goal of Phase II was the revision of EATL priority transport infrastructure projects identified in Phase I and the development of an up-dated international investment plan for new projects that would entail a consistent and realistic short-, medium- and long-term

investment strategy for the identified EATL routes. This included an extensive inventory of specific road, rail, inland waterway, maritime port, inland terminal and other infrastructure projects for the participating countries, together with their estimated budget and an implementation timetable. A total of 311 transport infrastructure projects were proposed in Phase II for inclusion in the updated EATL investment plan, consisting of non-completed Phase I projects and new projects added in Phase II. The implementation of all projects identified as critical to improve the entire EATL network would require as much as US\$ 215 billion.

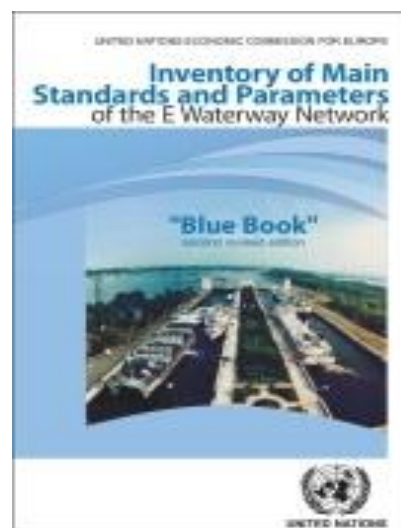
The work completed so far has made it clear that developing multi-country cooperation for international transport corridors and networks, and particularly the Euro-Asian inland transport links, is a long-term undertaking, requiring a great deal of effort and perseverance, as well as enhanced coordination and cooperation among all countries.





**Blue Book on E-waterways and ports**

The Working Party on Inland Water Transport (SC.3) and its expert groups finalized and published an updated inventory of E waterways and ports (“Blue Book”) comprising, at the pan-European level, more than 29.000 km of navigable inland waterways. In addition to a map of the European Inland Waterways (including E waterways), the secretariat set up a database allowing on-line monitoring of all infrastructure standards stipulated in the European Agreement on Main Inland Waterways (AGN).



**Financing Transport Infrastructure**

The Working Party on Rail Transport (SC.2) held a workshop in November 2012 on Public Private Partnerships (PPP) schemes and railways financing. The workshop was prepared by the

secretariat with the Community of European Railways and Infrastructure Companies (CER) and the International Union of Railways (UIC). Issues that were addressed included:

- types of PPP schemes that can be implemented for railway infrastructures;
- case studies and best practices in railway infrastructure financing; and
- priorities and obstacles expressed by the railways organizations.

In addition, the role of Governments and the international financial institutions in the planning, financing and construction of efficient railways infrastructure was also discussed.

### Analytical activities

The Working Party on Transport Trends and Economics (WP.5) provides a pan-European forum for exchange of ideas about the progress and challenges concerning sustainable inland transport. It aims to identify the global trends and developments which may have important implications for the transport sector and challenges that the sector is facing, to review and analyse them, and to make relevant policy recommendations that should lead to the development of sustainable transport systems. It, therefore, conducts preliminary analysis of emerging transport issues that could be later on taken over by specialized ITC Working Parties for further consideration and study.

In 2012, UNECE published "Transport Trends and Economics 2011-2012". The publication was launched as a platform for UNECE Member States to share their experiences with transport policies, best practices, as well as perspectives and plans for the years ahead. In addition to research and analysis by the secretariat, both academics and businesses provided their views on specific transport modes or transport policy segments as well as their expectations regarding short term transport trends.

Under the transport and competitiveness project, a gap analysis was carried out, of available tools and models to present how this sector contributes to national competitiveness. Based on this, in 2011 the ITC decided to set up a task force to develop a simple methodology which would be able to measure the performance of national transport systems, i.e. the methodology for development of the Transport Development Index (TDI). The TDI specifies the set of indicators used to quantify the effectiveness of national transport systems. The choice of set of indicators and aggregation method is thus based on the role of transport for national competitiveness.

### Capacity Building and Technical Assistance

The main UNECE capacity building and technical assistance activities in transport are focused on providing advisory services, strategic guidance and administrative support for technical cooperation projects, designed to develop coherent pan-European transport networks, corridors and areas, and Euro-Asian transport



links. Further objectives concentrate on strengthening national legal and regulatory



frameworks on road safety and organizing capacity-building projects, workshops, seminars and training courses aimed at assisting countries in acceding to and implementing UNECE legal instruments, norms and standards, transferring of know-how and sharing best practices, as well as implementing global commitments in transport. In this respect, technical cooperation activities in 2012 took place in Serbia, Turkey and Ukraine.

While keeping the traditional areas of work, i.e. support to multi-country cooperation of transport investment planning, the four broad issues of strategic importance in the current biennium are: sustainable transport development; climate change mitigation and adaptation; road traffic safety and intelligent transport systems (ITS). Therefore, capacity-building activities and technical assistance are also correlated with them and should contribute to their implementation.

### **The Triennial Programme of Workshops on the Web Common Questionnaire on Transport Statistics**

The importance of transport as a driver of national competitiveness has increased dramatically over recent decades, due mostly to the increasingly complex demands by the international economy. The Working Party on Transport Statistics (WP.6) continued its work to harmonize and, to the extent possible, standardize the collection and dissemination of transport data in the UNECE region, in close cooperation with the Statistical Office of the European Union and the International Transport Forum (OECD). One of the major steps forward in Statistics this year was the concrete progress toward a commonly agreed definition of “seriously injured”, which will be of major importance for the road safety work within the framework of

the Decade of Action for Road Safety (2011-2020)

In addition, a workshop for CIS countries on the use of Common Questionnaire with the special focus on methodology and road accidents statistics took place in Kiev, Ukraine. This workshop provided an opportunity for CIS transport statisticians to become more familiar with the on-line UNECE tools for gathering transport statistics. This capacity building activity, jointly organized by the three partner-organizations for transport data collection (EUROSTAT/ITF/UNECE) aimed at facilitating the use of the Common Questionnaire and reducing the rate of non-response.

New methodologies and streamlined procedures will need to be developed in 2013 to ensure that the planned E road and E rail traffic censuses, to be undertaken in 2015 in UNECE member States, will continue to remain an important instrument for policy makers to evaluate traffic developments along important pan-European transport corridors

### **Pan-European Programme on Transport, Health and Environment (THE PEP)**

In 2012, the Steering Committee of the Pan-European Programme on Transport, Health and Environment (THE PEP) organized a symposium on “Green and Health-friendly mobility for sustainable urban life”, in line with priority goal No. 3 of the Amsterdam Declaration



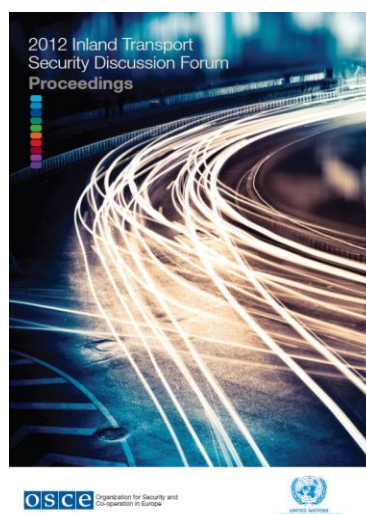
adopted at the Third High-level Meeting on Transport, Health and Environment. Capacity building workshops continued to be organized under THE PEP, jointly serviced by the UNECE Transport and Environment Divisions and by World Health Organization (WHO) Europe. In 2012, a workshop was held in Moscow to address mobility challenges in large cities. Another workshop is planned for 2013 in a Nordic country to identify sustainable urban transport policies

under harsh meteorological conditions. THE PEP Steering Committee has started to prepare the fourth High-level Meeting on Transport, Health and Environment that will be hosted by France and held in Paris from 16 to 18 April 2014. This Ministerial Meeting is expected to renew the mandate and decide on THE PEP strategy through 2020.

## Inland Transport Security

Following the Inland Transport Committee's endorsement of recommendations made by the UNECE Multidisciplinary Inland Transport Security Expert Group on how to enhance inland transport security, the secretariat continued to provide a platform for governments, academia and the private sector to exchange views and best practices. In July 2012, the annual "Inland Transport Security Discussion Forum" was jointly organized by UNECE and the Organization for Security and Co-operation in Europe (OSCE), which resulted in the forthcoming UNECE publication consolidating the proceedings.

The "Inland Transport Security Discussion Forum" met in February 2013 in Geneva on the subject of "Secure Parking Areas".



## Partnerships

The main stakeholders and partners are UNECE members States and Contracting Parties to legal Instruments. However, complex and most common challenges in the transport sector, such as economic efficiency, environmental pollution, accessibility, need to be addressed through interdisciplinary and inter-sectoral work, jointly with all stakeholders: governments, international governmental and non-governmental organizations, civil society, academia and businesses. In pursuing mandates and objectives of the Committee, the Transport Division is fostering such approach through collaboration with other stakeholders across relevant sectors.

### The European Union

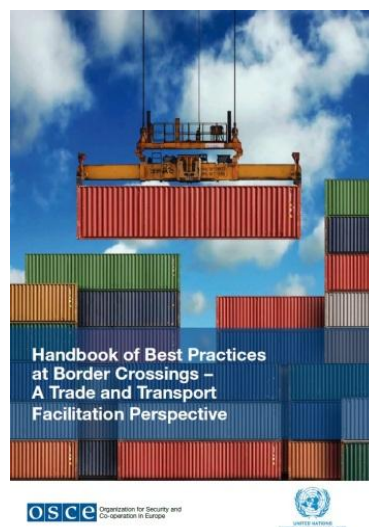
The EU — both through its member States and through the European Commission representatives — has been actively participating in all intergovernmental transport fora serviced by the UNECE secretariat, i.e. in the Economic and Social Council (ECOSOC) Committee of Experts on Transport of Dangerous Goods and on Globally Harmonised System of Classification and Labelling of Chemicals, as well as in the Inland Transport Committee and its subsidiary bodies. Several legislations adopted at the UNECE level are transposed into EU legislation, particularly as regards vehicle regulations and transport of dangerous goods. In addition, EU has proven an invaluable ally in the efforts to implement the decade of action for road safety, while the Expert Group on AETR has provided the much needed neutral ground for fruitful discussions on the institutional structure of the Agreement, something for which EU cooperation is indispensable.

### Organization for Security and Co-operation in Europe (OSCE)

The UNECE and OSCE continued its close working relationship in 2012. Since 2006, both

the OSCE and UNECE have been making constructive efforts toward facilitating international transport and border crossing. Both organizations have organized a number of successful joint capacity building events. In 2012 the “Handbook on Best Practices at Border Crossings: A Transport and Trade Facilitation Perspective” was jointly published.

The main purpose of the Handbook is to assist countries in developing more efficient border and Customs policies by promoting existing best practices in this field. It provides concrete



examples from across the ECE region and beyond on how border crossing points can be made more efficient and secure, thereby allowing smooth trade and transport operations, while

at the same time reducing the possibilities for corruption, illicit trafficking and transnational crime and terrorism. The Handbook describes different benchmarking techniques to measure performance of various border control agencies. UNECE and OSCE have organized a series of events to promote the Handbook, including a round table in June 2012 in Geneva.

### International Transport Forum (ITF)

The UNECE Transport Division has continued to collaborate and contribute to the agenda of the meetings of Ministers of Transport of the ITF countries. At the 2012 session of the International Transport Forum “Seamless Transport: Making Connections”, the Transport Division presented its work and participated in

various panels and organized special events. Furthermore, the Transport Division also organised a stand with the most recent publications, which was well visited during the session

### **Eurasian Economic Commission (EEC)**

The newly created Eurasian Economic Commission (EEC) is the successor organization of the Commission of the EurAsEC Customs Union with which UNECE signed a Memorandum of Understanding. The EEC established a common Customs territory with no internal borders and a Single Economic Space. A high level delegation of the EEC attended the WP.30 session in 2012 for the first time, with a view to establishing long-term channels of communication and cooperation in the areas of:

- Implementing the TIR Convention on Customs transit in the territory of the Customs Union;
- Increasing role of EEC in the implementation of the key UNECE legal instruments for transport and border crossing facilitation;
- The need to share and discuss with WP.30 details and possible consequences of new legislation that they plan to introduce in the future;
- Organizing joint events in the future or EEC extending invitation to UNECE to take part in events organized by EEC in Moscow and abroad.

### **Challenges for 2013 and beyond**

2012 was a year during which UNECE's work on transport noted several successes, but at the same time experienced a transition into a global environment with new and different needs and demands. Thus, the challenge will be to stay ahead of developments and offer cutting-edge solutions to contemporary mobility concerns. For this to be possible, it is pivotal to ensure the right institutional structure for global and regional activities, to keep pace with technological innovation and to contribute to sustainable development.

### **Global outreach**

UNECE's work in transport is not only of global relevance, but is also of global demand, with an increasing geographical coverage of its international legal instruments and growing interest in its regular work by non-ECE UN member States. This is particularly evident in the areas of Road Traffic Safety, Vehicle Regulations, the Transport of Dangerous Goods and Border Crossing Facilitation.

In 2012 the number of Contracting Parties to the legal instruments administered by the UNECE Transport Division reached 1686, which means more than a hundred new accessions in the past six years. A growing number of them come from countries beyond the region. It is understandable as most countries in the UNECE region have been fast to sign and ratify many of these legal instruments. On the other hand, twenty seven countries, mostly in Africa and Latin America have not acceded to one single transport convention/agreement. They are the white spots on the map showing the number of UN Transport Conventions and Agreements per country.

In the years to come the geographical coverage of these legal instruments is expected to further improve due to the combined impact of recognition of their values for good governance

and economic integration with neighbours and the world markets, but also thanks to several on-going processes, such as:

- the UN Decade of Action on Road Safety that calls for improved regulatory and legal framework in combating the road safety crisis and more precisely for adhering to the road safety conventions;

- the ten year review of the implementation of the Almaty Program of Action which addresses the needs of Land-locked Developing countries and their transit neighbours and which is likely to draw the attention to the facilitation of legal instruments, such as the Convention on Harmonisation of Frontier Controls and many others;

- the deepening of globalization in the vehicle industry that requires that all vehicle or vehicle part manufacturing countries apply the same norms and standards;

- transport has become a leading sector in Africa and Latin-America, and this is likely to draw the attention of governments on these continents to the UN legal instruments in transport future global economic growth is predicted to be trade driven, and this has a demand on improved transport links which *per se* includes better infrastructure and services, as well as harmonised legal framework so that transport avoids to become a bottleneck in economic growth.

We support this outreach by different partnerships and also by new publications. For example the Road Safety Spectrum of 2012, as well as the UNECE Plan to implement the UN Decade of Action for Road Safety helps governments - among others - to navigate among the different legal instruments and working parties in support of road safety. A similar publication is planned about the legal instruments on border crossing facilitation.

### **Modernization and implementation monitoring of the 58 legal instruments in the field of transport**

A significant gap in the landscape of legal instruments is in the field of railways, where different legal regimes and practices exist for the contractual relations. The work towards unified railway law is to remedy this situation.

Three modification processes have started that will lead to major changes. The on-going discussions on the modification of the AETR are expected to enter into the negotiations phase sooner than later. Progress is also to be made to expand the 1958 Agreement to a “whole vehicle type-approval system”. The ILO-IMO-UNECE supported revision of the rules for the packing of containers is planned to be completed by the end of 2013. The question if eTIR requires only a modification of the existing convention or a new one still remains to be answered.

While the multitudes of legal instruments administered by UNECE have reached a certain level of maturity and high functionality, we face a growing demand for regular updates. The most frequent amendments, so far, have been in the areas of vehicle regulations, transport of dangerous goods and of perishable foodstuff. These modifications are largely driven by technological changes, as well as by more stringent policy considerations for safety and environmental performance. At the same time, other areas have emerged as high demand for major overhauls and modernization, such as inland water transport, particularly CEVNI; the infrastructure agreements, particularly AGR in light of policy considerations, and also as an impact of Intelligent Transport Systems; and the most prominent road safety legal instruments, such as the Vienna Conventions.

Furthermore, effective monitoring of the implementation is warranted to be stepped up with more tangible results. The regulatory work

has always been predominant in the secretariat's life and it will continue to be so. In the coming years, however the negotiation of new and old legal instruments, of related regulations, as well as the launching of more systemic implementation monitoring schemes will present the biggest challenge both for the Contracting Parties and for the secretariat.

### **Targeted analytical work**

As in the past also in the future it will be important to be selective with topics for analytical work. Over the past years the secretariat has committed part of its time to analytical work and to the organization of transport policy debates in the areas of the working parties. Obviously not all the topics of the seventeen working parties can be brought under the microscope each year, however, for lasting results the individual and usually small research activities are required to be inter-connected first of all thematically.

#### *a) Sustainable mobility*

One of the biggest challenges for transport activities in the UNECE region in the forthcoming years will be to continue building on the momentum created by the outcome of the Rio+20 Conference. The Conference recognized the importance of sustainable transport and mobility in the context of overall social, economic and environmentally sustainable development. Strong and unified support by UNECE member countries will be indispensable to achieve that transport, becomes one of generally adopted sustainable development goals (SDGs) in the post 2015 UN agenda. The contribution by the Inland Transport Committee will take many different forms, including ground-breaking studies.

#### *b) Road Safety*

Given the magnitude of the issues in road safety and the outstanding attention by the General Assembly, the UNECE Implementation Program of the Decade of Action foresees one flag

ship analytical work for each year on a topic which is of high relevance to one or more its ITC working parties.

#### *c) Transport to promote economic growth and competitiveness*

This work started four years ago and has reached its final status whereas a draft model has been developed to measure and illustrate how the transport sector in a country contributes to the nation's economic competitiveness. In 2013 the draft model will be finalized and with volunteering governments piloted out. The final results will be presented at the 2014 ITC and ever after this model can serve as a basic snap-shot tool in support of government decisions on their future transport policy and also as a transport indicator in the global economy or in regional integrations.

In addition, the forthcoming ten year review of the Almaty programme of action in 2014 will require intensive preparations in 2013 in cooperation with UNESCAP.

Demanding work will also continue on cross-cutting topics, such as the incorporation of Intelligent Transport Systems (ITS) into the legal instruments administered by the ITC working parties, the climate change adaptation review and several others.

### **Enhanced capacity building**

Technical assistance (TA) and capacity building is an intensive form of exchange of information and knowledge sharing. It is the third pillar of our activities. The review of the past ten-years' Technical Assistance and capacity building shows that synergies between the regulatory – analytical and TA activities can lead to sustainable results in the most efficient way. Recent studies, such as the Border Crossing Facilitation Handbook developed jointly with OSCE, lend themselves as resource materials for specialized workshops.

*a) Priority to support accession to or implementation of legal instruments*

It is in our mandate to support accession and implementation of legal instruments. As a rule it has been carried out through workshops on the legal instruments when required, through awareness raising at big thematic conferences or through bilateral consultations. The TIR secretariat organizes capacity building workshops on a regular basis. However, even in this area, more needs to be done. New ways will be further explored in cooperation with the UN Treaty Section in order to be able to scale up this activity without additional resources.

*b) More selectivity with topics*

Similarly to the analytical activities, it is not possible to address too many topics simultaneously in an effective and meaningful way. This has been recognized and in the Regional Advisory activities the following topics got special attention in the past three years: transport of perishable foodstuffs, transport statistics and the transport of dangerous goods. On the other hand road safety issues have been continuously targeted – through the global UNDA funded target setting project, national and regional workshops, the launching of the Decade etc – and this will continue in the future, too.

*c) Capacity building projects that play a catalyst role*

UNDA funded projects have the role of a catalyst, partly because of their global or inter-regional nature, and partly because it is easier to attract additional resources – financial or in-kind – when the core project has already adequate funding.

The ForFITS project – already mentioned - will be concluded by December 2013. However, it has developed a CO<sub>2</sub> measuring model with transport policy converter that could and should be used also in the future.

The new UNDA funded project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”, initiated by UNECE and launched in cooperation with the other United Nations regional Commissions is a major accomplishment but at the same time a challenging task that will require expertise and effective cooperation mechanisms to deliver the envisaged results of strengthening the capacity to use a versatile Customs-to-Customs information network in developing countries and countries with economies in transition.

### **More diversified funding sources**

The available resources for both the analytical and for the capacity building activities are rather limited. Thus one of the biggest challenges will be to secure additional funding.

### **Emblematic events in 2013-14**

The planned activities for 2013, such as the EATL ministerial meeting to be held in Geneva on 26 February 2013, the second global UN Road Safety Week (6-12 May 2013) and the special WP1 session that will be held in India, as well as the joint UNECE-UNESCAP regional preparatory meeting of the ten year review of the Almaty Program of Action (Vientiane, Lao, March 4-8) are expected to increase the visibility of UNECE and to showcase the concrete results achieved to date.

The Fourth High-level Meeting on Transport, Health and the Environment will be hosted by France during the Transport Research Arena, on 14-16 April 2014.

### **Conclusion**

**Finally**, over the past sixty five years, since its set up in 1947, the Inland Transport Committee held seventy four sessions. By now it has become a unique centre of inland transport. Its role as

beacon will likely grow together with the recognized importance of inland transport. In the future surface transport is expected to increase by an average annual rate of 2.3 per cent and double in the next thirty years. Continued population growth and the growth of global middle class both in terms of numbers and in percentage of population will have a mobility demand which will mostly be concentrated on urban areas and which will be impossible to be met through traditional transport policies and the conventional extensive development of infrastructure. Should harmonization of norms, standards, regulations and rules fail to accelerate and meet the demand of all economies, the emerging super centres of mobility and transport may suffer from isolation instead of staying connected and integrated with the rest of the world. Thus, it is time to think long term, analyse mega-trends, understand the potential role of ITC and have an impact on future history of inland transport as it has been the case over the past seven decades.