

TRANSPORT

2014 – The year of a new level of UNECE transport policy dialogue for sustainable development



**UNECE Transport Division
Annual Report 2014**

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Introduction

The UNECE Transport Division is dedicated to the continuous betterment of the transport sector.

The transport sub-programme of the UNECE services the Inland Transport Committee (ITC) – the only United Nations intergovernmental body dedicated to inland transport – its working parties and expert groups, as well as the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals. The ITC is a unique body with the overarching goal of developing inland transport in a safe, efficient and environmentally friendly way.

The primary focus of the ITC and its subsidiary bodies is to administer the 58 United Nations conventions, agreements and other legal instruments which shape the international legal framework for inland transportation. This includes road, rail, inland waterway and intermodal transport, as well as road safety, facilitation of border crossing, dangerous goods transport and vehicle construction. ITC activities take the form of policy dialogue, regulatory work, analytical activities, as well as capacity-building and technical assistance. Its decisions have a direct impact on the daily lives of people and businesses throughout the world.



In 2014, much of the core work was dedicated to advancing sustainable transport and mobility. At the seventy-sixth session of the ITC held in February, the policy segment was dedicated to Innovations for Sustainable Mobility and Inland Transport in order to highlight the necessity of including these issues in the post-2015 Sustainable Development framework.

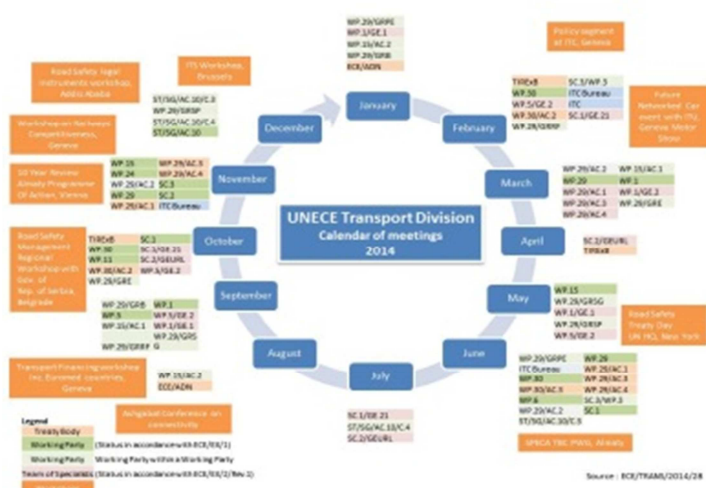


Historically, the ITC has actively strived through its regulatory and policy dialogue, analytical and capacity-building activities, to create a future of sustainability. A new UNECE regulation on Retrofit Emission Control Devices entered into force, an important milestone on UNECE's journey towards minimizing the transport industry's effects on the environment, while a discussion paper on diesel engine exhausts strengthened the knowledge base and demonstrated that over the years technological innovations have significantly reduced the emissions of particulate matters from diesel vehicles unlike other polluting sectors. This also draws the attention to the importance of periodical technical inspection of the vehicle fleet already on the roads.

The highlight of the year was the completion of the UNDA funded project, called For Future Inland Transport Systems (ForFITS) - *Development and Implementation of a Monitoring and Assessment Tool for CO₂ emissions in inland transport to facilitate Climate Change mitigation*. It resulted in an UNECE software tool to assess CO₂ reduction scenarios subject to policy interventions.

One of the major challenges of the transport sector is the introduction of information and communication technologies. UNECE has been paying special attention to the facilitation of policy dialogue and best practice information sharing on Intelligent Transport Systems (ITS). The government of Belgium as co-organiser of the annual flagship ITS conference hosted the event in Brussels, where the benefits and challenges of automation, as well as of the broad use of Variable Message Signs were discussed. Before this, during the Geneva Motor Show UNECE joined forces with ITU and co-organised the Future Networked Car Symposium on 5-6 March.

The numerous innovative solutions for sustainable mobility and transport are expected to lead the way to a new revolution in personal and freight mobility thus reshaping the entire transport sector. The UNECE Transport Division is there to support the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals and the Inland Transport Committee so that they stay on the forefront of actions.



In 2014, the Transport Division held 343 meetings. The division also published 179 Parliamentary documents, including series of documents measured as one. 47 per cent of the planned 1124 outputs for the 2014-15 biennium were implemented. The schedule of meetings and the main capacity building and policy dialogue events can be seen near the month of the calendar year in the attached chart.

Accomplishments in 2014

The Ten-Year Review of the Implementation of the UN Almaty Programme of Action

The ten-year review of the Almaty Programme of Action (APoA) took place in Vienna in November 2014 organised by the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

The meeting identified priority areas, policies and development initiatives to promote regional integration and transit cooperation for the benefit of landlocked developing countries. These will shape future work to be undertaken by the UN Regional Economic Commissions and other stakeholders, with the view to supporting regional integration in all regions that have landlocked developing countries. The UNECE actively supported the Review Conference. The UNECE work got visibility through several different ways, including a small exhibition of its relevant papers. Furthermore, a well-attended and highly

visible side event on border crossing facilitation was organized during the conference that showed that African and Latin-American countries had a growing interest in benefitting from the TIR system or from similar arrangements, as well as from the Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954 and administered by the Inland Transport Committee WP.30.

THE PEP

The Paris Declaration “City in Motion – People First!” was adopted at the Fourth High-level Meeting on Transport, Health and Environment (THE PEP), which was hosted by the Government of France, in Paris, on 14-16 April 2014.

Participating States reaffirmed their commitment to a new vision of green and healthy transport and mobility for sustainability, linking the promotion of health and sustainability to socioeconomic justice.



Signing of the Paris Declaration, 16 April 2014

The commitment is supported by new goals and tools, including:

- a new priority to integrate transport, health and environmental objectives into urban and spatial planning policies;
- THE PEP Academy, strengthening knowledge and skills development for integrated transport, health, environment and spatial planning;
- a pan-European master plan to promote cycling;
- stronger partnerships with city networks, civil-society organizations and the research community; and
- the mobilization of young people and their organizations.

Analytical activities and related publications

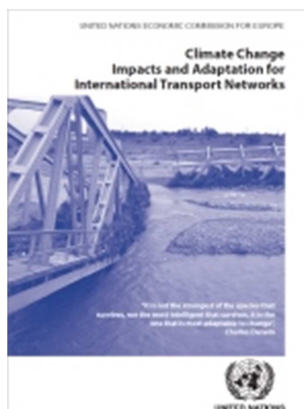
For Future Inland Transport Systems (ForFITS) Project

In cooperation with the other UN Regional Commissions, UNECE completed the ForFITS project which includes a software tool to monitor and assess CO₂ emissions from all inland transport modes. The objective of the project, funded by the United Nations Development Account (UNDA), was to enhance international cooperation and planning towards sustainable transport policies with the goal of facilitating climate change mitigation.



Building upon the successful conclusion of the UNDA phase in 2014, the project continued to grow. Activities this year included its use as a policy tool for countries and cities, as well as the development of further ForFITS applications has been launched. A project funded by Environment Canada started to study the feasibility to include non-road mobile machinery such as tractors in ForFITS projections. Thanks to THE PEP framework, the tool was used to assess CO₂ emissions in Kaunas city and also for the country of Lithuania; thanks to the Environmental Performance Review for Georgia a transport review was launched relying on ForFITS results. As separate and stand-alone project – ‘SafeFITS’ – started with the aim to develop a road safety module and thus support the implementation of the UN Decade of Action on Road Safety. This is funded by the International Road Transport Union.

Climate change adaptation of transport networks



In 2014 the study on Climate Change Impacts and Adaptation for International Transport Networks was published. This study is the result of two years of activities headed by the Group of Experts of the Working Party on Transport Trends and Economics (WP.5). The report examines the effects of climate change on the transport sector and what must be done to adapt roads, railways, inland waterways and ports to climate changes. The information obtained for this report was subject to meticulous analysis and included case studies and research projects, experiences on adaptation measures specific to a variety of transportation modes, and existing best practices in national policies for risk management and resilience enhancement.

Diesel Engine Exhausts: Myths and Realities

This year, the Transport Division in close cooperation with the ITC and with the valuable contributions by its subsidiary bodies published a discussion paper on Diesel Engine Exhausts: Myths and Realities. The paper offers a balanced view of the debate about the harmful effects of diesel engine exhaust emissions on human health and the environment. Furthermore, it takes stock of recent studies on the harmful effects of diesel exhausts on public health, provides information about diesel emissions by different economic sectors – including inland transport – and gives an overview of recent policy developments on the reduction of pollutant emissions. The paper concludes that the majority of particulate matter emissions in European Union member states and in the United States of America are generated by sectors other than the transport sector – mainly the commercial, institutional and household sectors. However, it underlines that the implementation of measures focused on improving the environmental performance of the transport sector must not stop. On the contrary, they must continue in a well-targeted way..



Analytical Work – Transport Trends and Economics

The Working Party on Transport Trends and Economics (WP.5), which acts as a think-tank for ITC, held three workshops this year:

- the second workshop on Good Practices and New Tools for Financing Transport Infrastructure”, organized jointly by the Euro-Asian Transport Links (EATL) project, the Trans-European Motorways (TEM) and Trans-European Railway (TER) projects and WP.5;
- Transport Trends and Economics in the Mediterranean region: sharing experiences among EuroMed and UNECE countries; and
- Ports Hinterland connections and customs procedures: the case of the European Union programme Med Net.

In the framework of the Transport Trends and Economics 2012–2013, a paper on Sustainable Public Urban Transport and Mobility in UNECE Capitals was prepared. This publication mapped the urban networks of UNECE member States' capitals and provided urban transport and mobility indicators along with best practices and successful regional examples so as to facilitate informed policy decisions. It also argues for urban mobility that is economically and environmentally friendly, efficient, socially affordable and accessible.

Transport Statistics

The Working Party on Transport Statistics (WP.6) developed common methodologies and terminology for the harmonization of statistics, aiming to develop indicators for sustainable transport. This includes methodologies for the collection and compilation of statistics on road, rail, inland waterway and pipeline, as well as on road traffic safety in cooperation with Eurostat and the International Transport Forum (ITF), in order to improve international comparability of transport statistics.

A Common Questionnaire (UNECE/Eurostat/ITF) was disseminated online in all UNECE official languages to streamline data collection procedures in the field of transport. Resolutions and recommendations to Governments on procedures and methodologies for the 2015 E-Road and Rail traffic censuses were also adopted by ITC.

Capacity-Building and Technical Assistance

Capacity-Building and Technical Assistance continues to be a hoist of activities undertaken by all members of the Transport Division and thus ensuring that these activities are part of the broad policy dialogues and awareness raising about the regulatory results of the ECOSOC Committee of Experts, the ITC and their subsidiary bodies. 2014 was the year when a new Transport Regional Advisor joined the Division, when the Trans-European Railways and Trans-European Motorways projects decided on new project managers and on a rather ambitious work programme both to address technological developments in the road and rail modes and to work for more significant synergies with the most relevant ITC sub-programmes.

The objective of the previous phases of the EATL project was to identify and prioritise the principal Euro-Asian road and rail routes for development and cooperation. EATL Phase III plans to make the nine road and nine rail EATL routes identified in Phase II fully operational through enhanced international cooperation. Thanks to the financial support by the government of the Russian Federation, as well as by OSCE, the Europe-Asia Transport Links Project launched several tracks of cooperation the results of which are to be seen in 2015-16. To this end, three meetings of the EATL Expert Group took place in Geneva in 2014, with experts comparing maritime with overland transport and identifying types of cargos that could be alternatively transported by inland – especially rail – transport routes between Europe and Asia. Discussions continue on the tariffs and time schedules for the EATL routes.



In August 2013, the Belarus Government asked the Division for assistance in evaluating the existing potential of their transport and logistics system and for the Division's contribution to the better integration of the Republic of Belarus in international supply chains. The report Review of the Transport and Logistics system of the Republic of Belarus was published in May 2014 and served as the basis for a national capacity-building round table held in Minsk.

The SPECA Project Working Group on Transport and Border Crossing Facilitation had its meeting of 2014 in Almaty serviced by UNESCAP according to the alternating division of labour with UNECE. Thanks to the support and chairmanship by the Kazakh government the SPECA TBC PWG continues to be the key platform for consultations and agreements to promote international transport and integrate the Central Asian transport sectors. During the 19th session governments also agreed that the Kazakh Transport Research Institute (NII TK) will disseminate questionnaire to collect basic statistical data on road transport flows through key border crossing points. As integral part of activities related to road safety, analysis of road safety management system in the SPECA countries was performed and presented at Belgrade's road safety workshop. It will serve as basis for road safety management capacity building workshop scheduled for 2015.

A major conference on connectivity was jointly organised with the government of Turkmenistan, UNESCAP and OSCE where governments approved a declaration which later became the backbone of a General Assembly Resolution on the importance of improving the connectivity of nations and regions.

In addition, in cooperation with the EuroMed Road, Rail and Urban Transport regional programme, the Division was involved in the preparation and delivery of trainings in several Mediterranean countries on the UN Transport Conventions. As an outcome, EuroMed produced a publication entitled Main United Nations Road Transport Agreements.

Road Transport

The Working Party on Road Transport (SC.1) met in July for a special session to discuss a proposal submitted by the Government of Switzerland for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS). In October meeting, the Working Party decided to hold another special session on 27–29 April 2015 to continue the discussion.

Progress was also made in the implementation of the digital tachograph, a sophisticated monitoring device that monitors activity such as speed and time between rest periods. Tachograph is installed in all commercial vehicles registered in the countries which are the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). The digital tachograph became mandatory in 2010 and as of 2014 virtually all Contracting Parties had fully implemented the measures necessary to use it. This has a direct impact on road safety and is a key factor in assuring safe driving routines among professional drivers.

Road Safety

Sustainable transport and mobility requires that transport is safe, and improving road safety continues to be one of the priorities of ITC and the guiding mandate of the Working Party on Road Traffic Safety (WP.1). In addition to the organization of 13 road safety-related Working Party and subsidiary Expert Group meetings in 2014 saw significant accomplishments in road safety.



Two new Expert Groups were established in early 2014, one on Improving Safety at Level Crossings and one on Road Signs and Signals.

On 3 June 2014, the International Level Crossings Awareness Day, the ITC launched a film entitled '[Saving Lives at Level Crossings](#)' which was produced in partnership with the Swiss Federal Office of Transport and the International Union of Railways (UIC). The film is targeted at policymakers and promotes a greater awareness of the risks associated with level crossings. The film can be found here:

https://www.youtube.com/watch?v=QIT_I33lwzM

Also in June, a Road Safety Treaty Day was organized at United Nations Headquarters in New York in collaboration with the United Nations Office of Legal Affairs, the Regional Commissions New York Office and the International Road Transport Union. Focused on educating decision makers about the UN legal instruments relevant to road safety and how to implement them, the programme included presentations on global road safety instruments such as the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and the 1998 vehicle regulations agreements and the 1997 agreement on periodical technical inspection of vehicles, as well as international rules on the carriage of dangerous goods.

UNECE joined forces with the Government of the Republic of Serbia and Regional Cooperation Council in October 2014 to organize a Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia. The workshop was attended by more than 100 participants from many UNECE countries and featured presentations and panel discussions focused on core road safety management issues, including the establishment of relevant institutional structures, different forms of inter-agency coordination, the development of a national road safety strategy, the setting of realistic long-term road safety targets as well as data support systems for the monitoring and evaluation of road safety policies and relevant funding sources.

Under its global road safety conventions mandate, the UNECE partnered with the United Nations Economic Commission for Africa (UNECA) and the International Center for Alcohol Policies (ICAP) to organize a capacity-building regional workshop on improving road safety in Africa. The workshop took place in November 2014 in Addis Ababa, Ethiopia, and provided an overview of the progress made by African countries in



Participants of the joint UNECE, UNECA, ICAP African Road Safety Workshop, November 2014

implementing the African Road Safety Action Plan. The workshop focused on increasing the awareness of government officials concerning the United Nations international road safety legal instruments, and promoted effective approaches for preventing drink driving.

Rail Transport

In order to increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law began their work in 2014 with the objective of developing a new international legal railway regime, while leaving the present two regimes untouched. This would fill the gap left by COTIF/CIM and SMGS for the use of a single rail transport contract, a single consignment note and a single liability system for Euro-Asian rail transport. Goods would be able to be transported from the Atlantic to the Pacific without having to stop at borders for reconsignment or any other reason, making rail transport a more competitive alternative to road and air. The group of experts met four times during 2014 and the work of the Group has been extended through 2015.

A workshop on how to increase the competitiveness of railways was organised during the year's Working Party on Rail Transport (SC.2) session, with attention given to:

- rail security and development of an international rail security observatory;
- negotiations on amendment proposals to the European Agreement on Main International Railway Lines (AGC), prepared in consultation with the European Railway Agency (ERA);
- railway infrastructure financing and PPP solutions for railways; and
- railway infrastructure financing and PPP solutions for railways; and



the new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail.

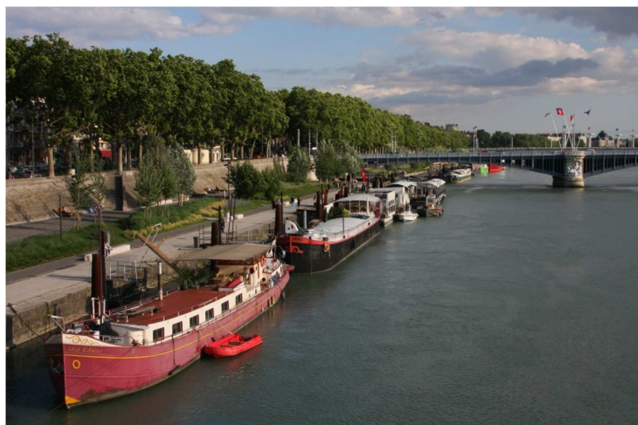
Delegates agreed and approved the methodology for the development of a master plan on high speed trains, and reviewed and approved the revised rail productivity indicators.

Delegates also reviewed and analysed the facilitation of international rail transport in the pan-European region in particular in relation to the facilitation of rail border crossings and harmonization of technical specifications of different railway systems.

Inland Water Transport

One of the most important goals in 2014 was the finalization and adoption of the fifth revision of the European Code for Inland Waterways (CEVNI). In 2013 and 2014, several packages of amendments to the CEVNI were drafted by the Expert Group, and adopted by the Working Party on Inland Water Transport (SC.3). This fifth revision increases the transparency and the degree of harmonization of the inland navigation rules in the UNECE region and reinforces the institutional and regulatory framework at pan-European level.

The Informal Expert Group on mutual recognition of boatmasters' certificates and



harmonization of professional requirements in inland navigation held its first meeting in June 2014. Its work plan focuses on the proposal of measures to make the profession of boatmaster more attractive; the analysis of existing instruments; the revision of UNECE-related Resolutions; local knowledge requirements; and procedures for expert training and examination.

Other secretariat work included the issuance of the third revised edition of the European Agreement on Main Inland Waterways of International Importance

(AGN), the updating of information on inland waterways and ports of international importance, and an improved version of the web application dedicated to the Blue Book, based on the UNECE publication Inventory of Main Standards and Parameters of the E Waterway Network.

Intermodal Transport and Logistics

This year the ITC approved the global Code of Practice for packing of cargo in containers and other intermodal transport units, creating an updated set of guidelines. This is the joint result of cooperation amongst the International Labour Organization (ILO), International Maritime Organization (IMO), UNECE, and industry experts. It was also approved by the governing body of IMO in May 2014 and is expected to be approved by the governing body of ILO in November 2014.

The Code of Practice will allow Governments as well as the transport and insurance industries to develop globally harmonized procedures and regulations for enhanced safety and efficiency in international container transport. While the new Code is not mandatory, it can be expected that its provisions will soon be applied world-wide as it will provide transport insurers with an authoritative basis for cargo insurance contracts.

The Working Party on Intermodal Transport and Logistics (WP.24) also held a workshop hosted by the Government of Belgium in June 2014 to discuss the role of freight forwarders in intermodal transport chains with member States and industry representatives.

Border Crossing Facilitation and the TIR



In 2014 the continued problems with the application of the TIR Convention in the Russian Federation and measures introduced by Ukraine overshadowed the successes of the TIR Convention.

The problems started in September 2013 when the Federal Customs Service (FCS) of the Russian Federation announced that it would no longer accept the guarantee of the TIR Carnet, but would require that TIR operators obtain a separate, national guarantee for transports to, from and

through the Russian territory. In addition, FCS decided to terminate the existing guarantee agreement with the national guarantee association, the Association of International Road Carriers (ASMAP). The original deadline for the termination of the agreement was set at 30 November 2014 but has since then been prolonged until 28 February 2015, pending the finalization of a tender procedure to select a new guarantee association. All TIR competent bodies, such as, in particular, the TIR Administrative Committee (AC.2) and its TIR Executive Board (TIRExB) have repeatedly stated that the FCS measures are in breach of the provisions of the TIR Convention. In October 2014 the situation got even more complicated by a decision of the State Fiscal Service (SFS) of Ukraine that customs office in Ukraine would no longer accept TIR Carnets issued by ASMAP of the Russian Federation. TIRExB, at its December 2014 session, expressed the view that this measure is in contradiction with the provisions of Articles 3, paragraph (b), 4 and 6 of the Convention.

In the course of 2014, the government of the Russian Federation submitted various proposals to amend the TIR Convention with the aim to, inter alia, provide more transparency in the functioning of the international guarantee system and offer state budgets more certainty on compensation for infringements against the Convention. These proposals will be discussed by WP.30 and AC.2 in 2015.

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

In 2014 a number of new United Nations Vehicle Regulations annexed to the 1958 Agreement were adopted or entered into force to further improve vehicles' safety and environmental performance. Two regulations, Regulation No. 132 on Retrofit Emission Control Devices (REC) for heavy-duty vehicles, agricultural and forestry tractors and non-road mobile machinery equipped with compression ignition engines, and Regulation No. 133 on motor vehicles with regard to their reusability, recyclability and recoverability –entered into force. A further two regulations related to crash tests, Regulation No. 134 on Hydrogen and Fuel Cell Vehicles frontal crash tests (HFCV) and Regulation No. 135 on Pole Side Impact, were adopted in November and are currently under notification procedure.

Existing UN Regulations were also updated with seventy amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing both the safety and environmental performance of vehicles. Among these, WP.29 adopted in June 2014 an amendment to UN Regulation No. 127 (Pedestrian Safety) of the 1958 Agreement, which sets test requirements for the design of more pedestrian friendly car bodies and the mitigation of injury.



The World Forum continued its activities to develop performance requirements for intelligent vehicle systems and driver assist systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. At its November 2014 session, WP.29 endorsed a roadmap addressing the challenges linked to vehicle automations.

The first phase of Worldwide harmonized Light vehicle Test Procedures (WLTP) was adopted at WP.29 level in March 2014. The new WLTP test cycle better reflects real traffic conditions and provides more accurate information on fuel consumption and CO₂ emissions for both regulators and consumers. Essentially when a consumer is shopping for a car, the

listed kilometres per litres value will be far more accurate as a result of this new test. It is expected to replace in the near future the existing test cycle, called the New European Driving Cycle (NEDC), also for the purpose of pollutant exhaust emissions testing. The new WLTP test cycle was established as new global technical regulation (GTR No. 15) into the Global Registry under the 1998 Agreement.

Also this year, WP.29 concluded several years of work on the harmonization of the technical requirements for the construction and the performance of tyres, resulting in the establishment of a new global technical regulation on tyres (GTR No. 16).

Transport of perishable foodstuffs

In 2014, Morocco participated for the first time in the Working Party on the Transport of Perishable Foodstuffs (WP.11), the body responsible for administering the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP). Some 48 countries are Contracting Parties to the ATP, which is focused on international transport, but an increasing number of countries also transpose ATP provisions into their domestic legislation for refrigerated transport.



Amendments to the ATP to improve the certification procedure for ATP equipment entered into force on 13 November 2014 and provisions for two new classes of heated ATP equipment are expected to enter into force in 2015.

At its session in 2014, WP.11 adopted comprehensive new testing provisions for equipment that can be used for both cooling and heating and agreed to ban the use of insulated equipment with non-rigid walls (curtain-sided bodies) after an adequate transitional period.

Transport of Dangerous Goods and Classification and Labelling of Chemicals

The United Nations has developed mechanisms for the harmonization of classification criteria of chemicals by types of hazard and the related communication tools (labels and safety data sheets) as well as for the harmonization of transport conditions for all modes. These are the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), commonly known as the Purple Book, and the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, which is commonly referred to as the Orange Book.

The GHS has already been implemented in many countries, either through national or EU legislation applicable to workplace safety, environment protection or consumer protection, or through national standards. In Canada, legislative amendments to implement the GHS in the workplace received royal assent in June 2014. The amended legislation and regulations are expected to come into force on or before 1 June 2015. They will substantially harmonise Canadian classification and hazard



communication for workplace chemicals with those of the United States of America and all other countries that have already implemented the GHS.

The United Nations Recommendations on the Transport of Dangerous Goods adapts the GHS into a transport context, and addresses the transport conditions that are relevant for all modes, such as the listing of dangerous goods, packing, labelling, emergency response, and carriage in portable tanks and provides in the Manual of Tests and Criteria testing methods for substances and articles presenting physical hazards.

In 2014, international organizations dealing with transport of dangerous goods regulations by various modes transposed the provisions contained in the 2013 version of the United Nations Recommendations into their legal instruments in a coordinated way so that they may all be applied simultaneously as of 1 January 2015. These included the International Maritime Organization (IMO) (International Maritime Dangerous Goods Code), the International Civil Aviation Organization (ICAO), Technical Instructions for the Safe Transport of Dangerous Goods by Air, the UNECE European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), the Intergovernmental Organisation for International Carriage by Rail (OTIF), Regulations concerning the International Carriage of Dangerous Goods by Rail (RID). This led to the publication of updated versions of the IMDG Code, ICAO Technical Instructions, ADR, RID and ADN, for application as of 1 January 2015.



Many countries have developed national legislation for domestic inland transport of dangerous goods fully or partially based on the UN Recommendations. For example, the regulations applicable for domestic inland transport in Australia, Brazil, Canada, Malaysia and the United States of America are based on the United Nations Recommendations, and all EU countries are required by Directive 2008/68/EC to apply the requirements of RID, ADR and ADN to domestic traffic.

In addition to the requirements transposed from the United Nations Recommendations, ADR 2015 contains new and revised provisions specific to carriage by road, such as provisions for the use of additive devices for tanks and a revision of the contents of the instructions in writing to be carried in the vehicles.

The new amendments for the ADN include provisions for evacuating vessels in an emergency, amongst the options being the use a “safe haven” that can protect the crew for at least sixty minutes, and changes affecting the carriage of liquefied natural gas (LNG) as a cargo on board gas tankers.

The ADN Administrative Committee issued several derogations authorizing the use of LNG as a fuel for propulsion instead of diesel on a trial basis for a number of inland navigation vessels carrying dangerous goods, consistent with policies aimed at preserving the environment and reducing emissions. It also adopted model checklists for dry cargo and tank vessels as required by Article 4 of the ADN to ensure that a representative proportion of consignments of dangerous goods carried by inland waterways are subject to monitoring.

Challenges for 2015 and beyond

Restoring the use of the TIR system on the territory of the Contracting Parties remains a major challenge. On the positive side however, the digitalisation of the TIR system has started and significant progress is expected in 2015.

In the regulatory arena, high profile tasks include preparation of new legal instruments – Unified Railway Law, a new International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, the OMNIBUS agreement on the international regular transport of passengers by coach and bus -, and a number of important amendments – AETR, the Vehicle Agreement of 1958, Vienna Conventions. At the same time the regulatory “machinery” for amendments to ensure timely up-dates will continue to be our normal “doing business”.

Two major tasks of a continuous nature are

- to raise awareness about the UN Transport Conventions and support governments in their accession endeavours;
- to monitor and provide assistance for the implementation of these conventions.

In the area of policy dialogue, technical assistance and capacity building four main tracks of activities will require careful planning: (i) the further use and development of the ForFITS tool; (ii) the 2015 flagship event on ITS being planned in cooperation with the government of France as potentially back-to-back to the ITS World Congress in Bordeaux; (iii) tangible results from the infrastructure projects (TEM, TER and EATL) can be ensured with adequate funding and synergies with the ITC subsidiary bodies; (iv) UNECE gives the secretariat to the SPECA TBC PWG in 2015.

2015 will see the start of a joint UNECE-IRU eTIR Pilot Project, to be conducted between Iran (Islamic Republic of) and Turkey, showing that the technical concepts to computerize the TIR procedure, as developed by the TIR Contracting Parties, are fully functional, thus contributing to the establishment of an electronic TIR system (eTIR) in the coming years. In this regard, the UNDA funded project called “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” - to be completed in 2015- is expected to support this process.

Over the past sixty years UNECE has been spearheading internationally agreed on solutions for improving road safety. This remains a key over-arching thematic issue practically for all ITC working parties and as the mid-term Review of the UN Decade of Action for Road Safety (2011-2020) will take place in Brasilia, in 2015, careful balance will have to be found between the mandated tasks and their visibility at a global level. In addition, a new UNDA funded project will start to support road safety improvement in Albania, Georgia Dominican Republic and the People’s Republic of Lao.

2015 will be the year for governments to negotiate and agree on the Sustainable Development Goals. Transport has already been considered as an enabler for economies and societies. However, inland transport is one of the most crucial areas where future interventions are warranted. The up-date of the 2011 paper on Transport for Sustainable Development will also

scale it up to global coverage as a result of cooperation with the other Regional Commissions, and the most relevant international organisations.

To follow-up onto the 4th High Level Meeting of THE PEP, in 2015 UNECE (the Transport and the Environment Divisions) together with WHO Europe will continue the implementation of the work program with special attention to the revision of THE PEP Clearing House.

Some of the Main Achievements in 2014

- A decision making support tool in reducing CO2 emissions in inland transport, called ForFITS developed, piloted and put to use
- The World Forum for the Harmonization of Vehicle Regulations adopted 4 new regulations and 70 amendments to existing regulations aimed at improving vehicles' safety and their environmental performance. Among them are
 - UN Regulations on Hydrogen and fuel cell vehicles (HFCV) and on Pole Side Impact (PSI) annexed to the 1958 Agreement, and UN Global Technical Regulations on the Worldwide harmonized Light vehicle Test Procedures (WLTP) and on Tyres
 - an amendment to UN Regulation No. 127 (Pedestrian Safety) of the 1958 Agreement, which sets test requirements for the design of more pedestrian friendly car bodies and the mitigation of injury
 - In addition Regulations on Retrofit Emission Control Devices and recyclability of vehicles entered into force
- The Globally Harmonized System of Classification and Labelling of Chemicals (GHS), is officially to be implemented in Canada
- Six international legal instruments were brought in line with the 18th revised edition of the UN Recommendations on the Transport of Dangerous Goods, including all major legal instruments governing international transport of dangerous goods by road, rail, inland waterway, air and sea.
- IMO, ICAO and OTIF updated their legal instruments applicable to transport of dangerous goods to reflect the 2013 UN Recommendations
- Comprehensive new testing provisions for equipment used to transport perishable goods adopted
- Major progress made towards a unified railway law first to support rail freight between Europe and Asia
- Significant progress in support to improved road safety
 - Amendments to the Vienna Conventions and the 1949 Road Safety Conventions to reflect technological changes, particularly in the level of automation
 - Alliance of governments, UIC and the Inland Transport Committee WP.1 in addressing road-rail level crossing safety – an awareness raising film is the result of the cooperation between UIC, the Swiss railways and UNECE
 - Policy dialogue and capacity building workshop on Road Safety Management in Belgrade in cooperation with the Government of Serbia, the Regional Cooperation Council and the World Bank
 - Joint workshop with UNECA and ICAP to review the implementation of the Africa Road Safety Programme, raise awareness about the UN Road Safety Conventions and jointly fight drinking and driving
- The annual flagship conference on Intelligent Transport Systems jointly organised with the government of Belgium. Before this, UNECE joined in to organise with ITU the Future Networked Car Symposium during the Geneva Motor Show
- Climate Change Impacts and Adaptation for International Transport Networks study published
- Republic of Belarus assisted by UNECE Transport in improving integration into international supply chains
- Discussion paper on Diesel Engine Exhausts: Myths and Realities produced
- Methodology for master plan on high-speed trains approved
- TEM, TER and EATL infrastructure projects laid down new foundations for inter-regional transport connectivity
- SPECA Border Crossing Facilitation and Transport Project Working Group held its annual session in Almaty and agreed on closer cooperation in a number of areas, such as the reduction of waiting times at borders
- Paris Declaration adopted at the 4th THE PEP high-level meeting
- Five new countries became Contracting Parties to the UN Transport Conventions under the purview of UNECE

