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Draft Annual Report

2016 Draft Annual Report Sustainable Transport Division of the United Nations Economic Commission for Europe

Note by the secretariat

Summary

Since 2013 the Secretariat has been preparing an Annual Report not only as a contribution to the United Nations Economic Commission for Europe (UNECE) Annual Report, but also as a stand-alone summary of the achievements of the UNECE Inland Transport Committee (ITC) and the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods (TDG) and the Globally Harmonised System of Classification and Labelling of Chemicals (GHS).

As the meetings of the ITC's subsidiary bodies, as well as those of the ECOSOC Committee of Experts, take place towards the end of each year, the draft annual report as submitted for translation in December may be subject to changes. Nonetheless, the Secretariat wishes to make the draft as complete as possible. A complete version of the report, together with photos will be presented at the annual session of the Committee in the form of an informal document.

The preparation of the Annual Report for the professional audience is also a learning process, in which the views and comments of the Committee are most appreciated. More precisely, the Committee is requested to:

- **Comment** on the substance, as well as on the presentation of the issues, achievements, challenges etc.
- **Give advice** on improving the visibility of these results, as well as on the future use of the Annual Report.

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I. Introduction

1. The UNECE Sustainable Transport Division is the secretariat to the UNECE Inland Transport Committee (ITC) and its 20 Working Parties, as well as to the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The Division is also the secretariat to twelve treaty bodies that meet regularly to update and amend the some of the UN legal instruments. In addition, jointly with the Economic and Social Council for Asia and the Pacific (ESCAP) Transport Division, it services the United Nations Special Programme for the Economies of Central Asia (SPECA) Project Working Group on Transport. UNECE also has the role as Executing Agency to the Trans-European Motorways (TEM) Project and the Trans-European Railway (TER) Project. At the same time, jointly with the UNECE Environment Division and the World Health Organization (WHO) - Regional Officer for Europe, the division provides the secretariat to the Transport, Health and Environment Pan-European Programme (THE PEP). Furthermore, as of May 2015, the UNECE Sustainable Transport Division is providing the secretariat services — through extra-budgetary resources — for the United Nations Secretary General’s Special Envoy for Road Safety.

2. The ITC is a unique United Nations intergovernmental body dedicated to inland transport 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 administering to the 58 United Nations conventions, agreements and other legal instruments, which shape the international legal framework for inland transport. This includes road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction. The 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 life of people and businesses throughout the world.

3. In 2016 the ITC held its seventy-eighth Annual Session entitled “Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies.” The policy segment made clear the role that ITC can play as an international platform in providing assistance to policymakers, disseminating best practices, providing capacity-building and carrying out analytical activities. Specifically, the policy segment concluded that ITC:

- Plays a major role in supporting and promoting interconnection between member States as well as globally, through its multiple activities in inland transport and its range of trade facilitation and electronic business recommendations, standards and outreach programmes;
- Has contributed to reducing the cost of doing business across borders through efficiency gains in international freight transport resulting from the implementation of the International Convention on the Harmonization of Frontier Controls of Goods and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention);
- Facilitates and strengthens the work on innovative transport systems through policy dialogue related to its regulatory and analytical activities;
- Spearheads the thinking about the deployment of Intelligent Transport Systems. The World Forum for Harmonization of Vehicle Regulations of the ITC is the key body where governments ensure that new technologies are introduced in a harmonized way and serve vehicle safety and environmental performance, while facilitating international trade in vehicles. For example, a Global Technical Regulation on

Hydrogen and Fuel Cell Vehicles was adopted in 2013, and work is being undertaken on a Global Technical Regulation on Electric Vehicle Safety.

II. Transport and Environment

4. As part of the cooperation between the UNECE Environment and Sustainable Transport Divisions in Environmental Performance Reviews (EPRs), Division staff have been actively involved in the preparation, fact-finding missions and authoring of a review of the transport sector in the third EPR Review of Tajikistan. A second EPR mission (to Kyrgyzstan) was cancelled. The chapter covered all transport modes and all types of transport (passengers and freight, including transport of dangerous goods). The transport sector analysis concluded with a section containing conclusions and recommendations to the national authorities. EPR reports are addressed primarily to governmental officials, international financing institutions, intergovernmental and non-governmental organisations, civil society, researchers and the business sector.

A. For Future Inland Transport Systems (ForFITS) Project

5. UNECE carried out studies in support of reviews of transport generated CO₂ emissions in Belarus, Georgia and Tajikistan, as part of the EPRs led by the UNECE Environment Division. Realistic scenarios were analysed to account for possible reductions in CO₂ emissions and results were presented in an annex to the final EPR report.

6. Furthermore, UNECE carried out a regional study showing the future evolution of transport activity, energy consumption and CO₂ emissions in the ECE region in a business-as-usual scenario. Main insights were presented at the ITC to highlight the need for policy intervention to decouple CO₂ emissions from the expected economic growth.

7. UNECE also carried out a feasibility study sponsored by Environment Canada (EC) on the possibility to develop a new module on Non-Road Mobile. The feasibility was confirmed and the development of such module may follow up subject to availability of funds.

8. Finally, UNECE prepared a work plan for the next two years on possible activities to scale up the use of ForFITS and to further enhance the current version of the model (e.g. new module on local pollutants, new user interface, training sessions). All these activities are subject to fundraising for extra budgetary projects.

B. Transport, Health and Environment Pan-European Programme (THE PEP)

9. The Transport, Health and Environment Pan-European Programme (THE PEP) relay race was re-launched in Paris as one of the main mechanisms to implement the Paris Declaration on Transport, Health and Environment. In 2016 alone, 3 relay-race conferences were organized - the highest number ever.

- Vladivostok, Russian Federation 12-13 October 2016 “Sustainable transport planning - a modern perspective for the solution of transport problems big cities and agglomerations”;
- Vienna, Austria 13-15 July 2016 “Decarbonisation - Zero emission mobility starts now!”;

- Petrozavodsk, Russian Federation 30-31 May 2016 "Environmental burden of motorized transportation today and potential for and environmental and economic benefits of non-motorized mobility in cities".
10. The 2016 annual Symposium of THE PEP focuses on the implementation of THE PEP Goal 1 "to contribute to sustainable economic development and stimulate job creation through investment in environment-and health-friendly transport".
- The Symposium focuses on two topics under the green economy theme: Topic 1: Green and health-friendly investment; Topic 2: Green jobs in transport;
 - It is a follow-up to the "greening the economy" theme of the Eighth Environment for Europe Ministerial Conference (Batumi, Georgia, 8-10 June 2016).
11. The Symposium addressed challenges and best practices in greening the economy, leading to a better environment and human health, while at the same time generating economic growth.

III. Capacity-Building and Technical Assistance

12. In 2016, the Sustainable Transport Division organized a whole spectrum of technical assistance activities (capacity-building projects, advisory services and workshops) to contribute to strengthening of the national capacity to accede and implement UN legal instruments administered by ITC. The Secretariat offered advisory services to member States on transport topics, co-organized workshops, continued with implementation of capacity-building projects and sub-regional infrastructure developments projects. It is expected that once finalized, two on-going road safety capacity-building projects (SafeFITS and strengthening the national road safety management capacities of selected developing countries and countries with economies in transition) will bring to member States the tools for further improvement of road safety. The SPECA Transport and Border Crossing Project Working Group meeting (Ashgabat, September 2016) tackled the issues of achieving the sustainable development goals related to transport, regional connectivity, transit and better integration of landlocked developing countries as well as strengthen the capacity of SPECA countries to improve national road transport and road safety statistics. This year, orientation to tangible results in the sub-regional infrastructure projects (Euro-Asian transport links (EATL), TEM and TER) were confirmed with studies and thematic workshops; regional transport cooperation (BSEC, EuroMED, SEETO) aimed to improve intermodal transport, connectivity, facilitate border crossing and promote transport cooperation and integration.

A. Euro-Asian Transport Lnks (EATL)

13. The EATL project continued to receive support from Organization for Security and Co-operation in Europe (OSCE) in 2016. This organization hosted and co-organized two meetings of the EATL Group of Experts. The first one on 2-3 February 2016 in Vienna and the second one on 26-27 October 2016 in Yerevan. The EATL Group of Experts shaped the skeleton of the EATL Phase III report at the Vienna meeting. The chief consultant for the EATL project the Scientific and Research Institute of Motor Transport (NIIAT) from Moscow presented to the Group the first draft of the Phase III report at the meeting in Yerevan. The Group gave its opinion, comments and suggestions on the draft to the NIIAT and expects the revised version of the Phase III report at the end of 2016 in order to have the final version ready in 2017.

14. The primary objective of Phase III is to operationalize the nine road and nine rail EATL routes that have been identified. The Group of Experts and the secretariat initiated

the process that is expected to convert the results of Phase II into reality during Phase III, as far as available resources permit. To this end, the EATL Group of Experts held two formal sessions in Geneva (3-4 February 2015) and in Dushanbe (9-10 June 2015). As the mandate of the Group of Experts expired in September 2015, the Group held two informal sessions in Istanbul (Turkey on 20-21 October 2015) and in Vienna (2-3 February 2016 - hosted by the OSCE). At the same time, the Group of Experts initiated procedure for the extension of its mandate for another year. This request was successfully completed and the extended mandate for one more year was granted in May 2016, hence the EATL Group of Experts had its formal meeting in Yerevan (26-27 October 2016) hosted by and co-organised with the OSCE.

B. Trans-European Motorway (TEM) and Trans-European Railway (TER) projects

1. A new era in TEM Project

- TEM Strategic Plan 2017-2021 proposed new project management structure and identified new vision and mid-term tasks in order to revamp TEM project
- Road Safety Audit / Road Safety Inspection on TEM Network Report adopted by TEM SC
- Two workshops were held on Building information modelling (Warsaw, Apr 2016) and Winter and summer routine motorway maintenance (Prague, Oct 2016);

2. TER contribution

- Preparation of TER high-speed railway master plan commenced
- In September 2015 workshop on railway high-speed lines was held in Vienna.

C. The United Nations Special Programme for the Economies of Central Asia (SPECA) Thematic Working Group on Sustainable Transport, Transit and Connectivity

15. A leitmotif of 21st SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) meeting, which was held in Ashgabat, Turkmenistan, on 7-8 September 2016, were Sustainable Development Goals (SDGs) related to transport and assistance to SPECA member countries in implementing and monitoring SDGs. Meeting participants' highlighted the importance of regional transport cooperation to achieve SDGs and agreed to include SDG-related actions in the SPECA Programme of Work 2017-18. SPECA representatives presented recent national transport infrastructure developments (road, rail, dry ports/intermodal terminals, etc.), activities to remove major bottlenecks along transport corridors and border-crossing facilitation issues. The TWG-STTC highlighted road safety as a vital issue and urged SPECA member countries to take necessary actions to improve road safety.

16. The SPECA Workshop on Road Transport and Road Safety Statistics (8-9 September 2016) sought to strengthen the capacities of SPECA and East-European countries in collecting reliable and comprehensive road transport and road safety statistics. Technical assistance workshop, under the SPECA TWG-STTC umbrella, gathered 35 participants from SPECA, East and South-East Europe countries to discuss the methodology for collecting road transport and road safety statistics, as well as how best to make this information available to decision makers, the road transport community and the general public. National representatives presented their data collection mechanisms and key

successes/difficulties in data collection. The workshop allowed all to share and learn, and to confirm the mechanisms for exchanging vital transport information.

IV. Road Safety

A. Safe Future Inland Transport Systems (SafeFITS)

17. In 2016, Sustainable Transport Division worked on two TA project in road safety: one with a strong emphasis on technical assistance and institutional capacity-building, and another focusing on understanding and modelling substantive road safety policy issues.

18. The road safety model “Safe Future Inland Transport Systems (SafeFITS)” aims to facilitate knowledge based transport policy decision-making related to road casualty reduction. The SafeFITS was planned with the primary objective to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety. The model will be based on historical road safety data and relations between several road safety parameters and it is expected to provide information on results of different road safety scenarios based on the chosen policies and measures.

19. Preparation of such a complex and sophisticated road safety tool required a step-by-step approach; therefore, the SafeFITS model development was divided into four phases. In 2016, Building on the results of SafeFITS Project Phase II and requirements stated in SafeFITS conceptual framework, robust road safety related data set for all relevant countries was collected. Currently, a comprehensive analysis and modelling exercise which will result in three SafeFITS model components (the knowledge base, the database and the statistical models) and the related application/user interface are under finalization.

20. It is planned to finalize testing and verification of SafeFITS model in 2016, and immediately start with preparation of a round table with renowned road safety experts and practitioners to seek peer review comments to improve model’s quality.

B. Road Safety Performance Reviews supported by the UN Development Account (UNDA)

21. The project aims to help Governments to strengthen the road safety management capacities and effectively address and improve national road safety records. The most critical road safety aspects and priority needs in the beneficiary country will be identified by preparing Road Safety Performance Reviews (RSPR). Based on its findings capacity-building national workshops would take place to provide further training on the relevant priority areas identified through the Reviews. The second round of capacity-building workshops will tackle accession and implementation of United Nations road-safety related legal instruments in the areas identified in the Reviews. In that sense the Project will assist countries (Albania, the Dominican Republic, Georgia and the Viet Nam) to enhance national road safety management capacities. Furthermore, the project will help countries to raise public awareness on road safety issues and sensitize public and non-governmental sectors on the need to set ambitious road safety targets and adopt specific measures to meet them.

22. In 2016 fact-finding missions and establishment of the national teams was completed in all four countries and preparation of Road Safety Performance Reviews was initiated. The UNECE Sustainable Transport Division is leading the Project in cooperation

with The Economic Commission for Latin America and the Caribbean (ECLAC) and ESCAP. The Project will be completed in December 2017.

23. From the very beginning, the possibility to create a template RSPR that could be implemented in many other countries to improve road safety situation was recognized. There is an on-going discussion with UN Special Envoy for Road Safety to finance RSPR in two African countries. It is then expected that the project follow-up will combine TA and secretariat analytical skills to improve road safety situation in the beneficiary countries.

C. United Nations Secretary-General's Special Envoy for Road Safety

24. In response to the global road safety crisis, the United Nations Secretary-General Ban Ki-moon announced on 29 April 2015 the appointment of Mr. Jean Todt as his Special Envoy for Road Safety. The Special Envoy's mandate includes helping to mobilize sustained political commitment, raising awareness of and advocating for accession to UN Road Safety Conventions and advocating for adequate funding for global road safety.

25. Since the start of his Mandate, the Special Envoy has visited and held meetings with relevant stakeholders in more than 30 countries to raise attention on road safety. Until September 2016, this included eight countries in Asia, five countries in Africa, seven countries in Europe and North America as well as 12 countries in the Latin American and the Caribbean. Within the United Nations, the Special Envoy regularly meets with heads of agencies and has made efforts to build new partnerships. In April 2016, the Special Envoy hosted a UN Coordination Meeting for Road Safety with leaders of 14 UN agencies and departments to share road safety efforts and priorities within each UN agency and to explore potential opportunities for collaboration.

26. In addition to promoting the road safety UN Conventions during country visits, the Special Envoy is hosting a series of road safety capacity-building workshops, one which took place in Geneva in February 2016 and two others organized in East Africa and the Latin America and Caribbean region.

27. On the global platform, the Special Envoy has been participating in high-level global conferences, including the Second High-Level Global Conference on Road Safety in Brasilia in 2015, Habitat III and UN Secretary General's Conference on Sustainable Transport held in November 2016 in Turkmenistan. Following the Brasilia conference, the Special Envoy together UNECE contributed to the consultation process of drafting a General Assembly resolution on road safety, which aimed to propel road safety efforts towards the targets set by the Decade of Action for Road Safety and the Sustainable Development Goals. This included decision on a potential road safety trust fund as well as the importance of member State accession to UN Road Safety Conventions. On 15 April 2016, the Special Envoy spoke at the General Assembly session and gave remarks in support of the UN Resolution (A/70/L.44), "Improving Global Road Safety" which was adopted, during the meeting. The Resolution is considered to be one of the strongest global road safety resolutions and provides more support for and value of the Special Envoy's role and activities.

1. Capacity-building

28. Main objectives of the Special Envoy are to help increase political will and governance on road safety, particularly through the promotion of the UN Road Safety Conventions. To contribute to these objectives, and on the occasion of the 78th session of the UNECE Inland Transport Committee, the Special Envoy for Road Safety hosted at the Palais des Nations, Geneva, a Road Safety Workshop: Best Practices and Key Partnerships for Road Safety. The workshop was held in partnership with the UNECE Inland Transport

Committee and the EU funded EuroMed RRU project and hosted country representatives and government officials of six States: Tunisia, Kenya, Jordan, Uganda, European Union, and Greece.

2. Brochures

29. The Special Envoy produced brochures providing a summary of six of 58 United Nations transport related legal instruments specifically focused on improving road safety. The brochures provide an overview of the six United Nations Road Safety Conventions, the accession status of each member State and the steps needed for accession. The Special Envoy also has produced a short brochure highlighting the importance and intersection of road safety, as well as the United Nations legal instruments, to achieving the key targets of the Sustainable Development Goals. The brochures have been distributed and used during meetings around the world.

D. Road Safety Regulatory achievements

30. Ensuring safe, efficient, secure and sustainable transport is something many take for granted. Few stop to think why road networks function the way they do. However, the growing number of vehicles, drivers and passengers on the road, as well as burgeoning domestic and international trade and movement of cargo, underline the critical task of ensuring global road safety. Throughout 2016, UNECE continued to work on this critical issue. Its work aimed to further contribute towards achieving the goals of the United Nations Decade of Action for Road Safety and the newly agreed stand-alone road safety target of the Health Goal of the 2030 Agenda for Sustainable Development. To do it effectively, UNECE worked within the context of its Road Safety Action Plan with 11 specific goals related to the five pillars of the UN Decade of Action.

31. Against this background, the main accomplishments of UNECE in the area of safety in 2015 are listed below:

- (a) Group of Experts on Road Signs and Signals:
 - Review of some 4,000 road signs and signals along the roads of the Contracting Parties assisted by a UNECE developed web platform;
 - Formulation of more than 100 recommendations aimed at improving the Convention and enhancing its implementation;
 - Development of a proposal for e-CoRSS (electronic Convention on Road Signs and Signals).
- (b) Group of Experts on Safety at Level Crossings:
 - Evaluation of safety performance at rail and road interface;
 - Assessment of the crucial safety issues at rail and road interfaces including is areas such as infrastructure, education, training, legislation, enforcement, institutional framework, human factors and risk management;
 - Formulation of recommendations for enhancing safety sensible areas;
 - Formulation of common safety indicators for level crossings;
 - Development of specific level crossing safety system based strategy.
- (c) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport:

- Entry in force of an amendment proposal to allow the accession of Algeria, Jordan, Morocco and Tunisia to the AETR agreement;
- Publication of the Roadmap for the accession to and implementation of the AETR, jointly prepared by UNECE and the EUROMED Transport Project.

V. Analytical activities and related publications

A. Analytical Work and Capacity-building activities

32. In 2016 WP.5 continued to work on the:
- Preparation in cooperation with THE PEP program of the Pan-European master plan for cycling;
 - Development of a Transport Infrastructure Observatory along Europe and Asia in a Geographical Information System environment (GIS) in order to monitor developments on transport infrastructure in the ECE region as well as new projects;
 - Capacity-building workshops that took place during the session of Working Party on Transport Trends and Economics (2016) on “Transport Research and Innovations and on “Critical Transport Infrastructure and Cyber Security”;
 - Preparation of the publication “transport trends and economics for 2015-2016: innovative tools for financing transport infrastructure”.

B. Group of Experts on Climate Change Impacts and Adaptation on transport networks and nodes

33. The group of experts:
- Establishes inventories of transport networks in the UNECE region that are vulnerable to climate change impacts;
 - Uses or will develop of models, methodologies, tools and good practices to address potential and/or extreme hazards (e.g. high temperatures, floods) in selected inland transport infrastructure in the region;
 - Prepares a compilation of case studies on the potential economic, social, and environmental consequences of the climate change impacts.

C. Group of Experts on Benchmarking Transport Infrastructure Construction Costs

34. The group of experts:
- Identifies models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs;
 - Identifies and lists terminologies used in UNECE region for construction costs of inland transport infrastructure, if possible will create a glossary of agreed terminologies and related explanations;
 - Collects and analyses data in order to prepare a benchmarking of transport infrastructure construction costs along the ECE region for each inland transport

mode — road, rail, inland waterways — including intermodal terminals, freight/logistics centres and ports.

VI. Transport Statistics

35. The year of 2016 saw an increase in activities related to transport statistics with the Working Party on Transport Statistics starting to discuss what role could be played by the Group in relation to the Sustainable Development Agenda. Discussions also continued on the next version of the updated version of the Glossary for Transport Statistics, which will be finalized in the coming years.

36. After having completed the Bulletin on Transport Statistics and the Bulletin on Road Safety Statistics at the end of 2015 the 2016 version of the Bulletin on Transport Statistics was published at the end of 2016. In addition, individual, transport, country infocards were published highlighting the main transport relevant statistics for all UNECE member States. These infocards are available on our website.

37. Finally, in September 2016, a Workshop was organized in Ashgabat in conjunction with the annual meeting of the SPECA Transport Working Group aimed at building capacity in SPECA countries in relation to gathering and disseminating road transport and road safety statistics. During the workshop, there was an extensive exchange of best practice between the participating countries as well as a number of presentations by the secretariat on how best to gather and disseminate transport statistics.

VII. Rail Transport

A. Increasing efficiencies in rail transport

- Progress on the cooperation with the UNECE centre of excellence on Public Private Partnerships and the hosting on the web site of the Working Party of a tool which evaluates investments on railway infrastructure under Public-Private Partnership solutions;
- Preparation of an International Rail Security Observatory;
- Presentation and discussion of case studies on railways reform;
- Review and approval of the revised rail productivity indicators;
- Organization of a workshop on International Rail Passenger Traffic on the route East-West during the Working Party session, which attracted the interest of numerous delegates from several countries and international organizations.

B. Group of Experts towards Unified Railway Law

38. In order to increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law managed, during its mandate to prepare legal provisions in the contract of carriage and, in particular, on rights and obligations of the parties to the contract of carriage, documentation, liability, assertion of claims and relationship among carriers of a Unified Railway Law. It did so by taking into consideration good practices already implemented by the CIM-COTIF Convention and the Agreement on International Goods Transport by Rail (SMGS) Agreement as well as other

International Transport Conventions. The Group also prepared the main principles of an appropriate management system for the Unified Railway Law.

39. The Group of Experts will continue its work in 2017 focusing on the:

- Coordination of the preparation and/or review of the already prepared necessary documents for rail transport by the relevant international associations in the railway sector following the draft legal provisions;
- Monitoring of the results of draft legal provisions' pilot tests and preparation of recommendations accordingly.

C. New Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage

40. A comprehensive legal instrument that can accommodate all types of border controls related to the international movement of passengers and their baggage by rail was prepared in 2016 by relevant and interested parties.

VIII. Inland Water Transport

A. Inland Water Transport Strategy

41. The new strategy of the UNECE Working Party on Inland Water Transport for 2016-2021 adopted in November 2016 is focused on a pan-European network of inland waterways of international importance with a sustainable and resilient infrastructure and services as an integrated part of inland transport networks and markets. The goal is to support economic development, with a focus on affordable and equitable access for all UNECE member States possessing navigable inland waterways. The activities encourage cost-efficient and safe services with a minimal impact on the environment, integrated with other transportation modes and focusing on the development of quality infrastructure that is resilient to climate change. The overarching goal is to support the development of resilient Inland Water Transport (IWT) infrastructure and services in a sustainable manner whilst fostering innovation. It should be reached through consolidating efforts and involving all UNECE member States when addressing modern challenges and assisting the implementation of the Sustainable Development Goals where this is pertinent for the sector, coordinating measures for further integration of IWT in multimodal transport chains, fostering innovations, River Information Services and other Information and Communication Technologies (ICT) in inland navigation in all UNECE member States, facilitating the development of synergic capabilities with other transport modes and increasing the visibility of the sector.

B. Regulatory developments

42. In 2016 a significant work was done by member States on the updating of information on the European inland waterways of international importance which resulted in the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book) adopted in November 2016.

43. Following the adoption of the fifth revision of the European Code for Inland Waterways (CEVNI) in 2015, the UNECE Guidelines on waterway signs and markings (Resolution No. 59) were revised in cooperation with River Commissions and adopted as

Resolution No. 85. The next step of this work will be the revision of the Signs and Signals on Inland Waterways (SIGNI) in 2017.

44. Continuing the work on harmonization of technical prescriptions for inland navigation vessels, amendments to the Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels (Resolution No. 61) were introduced regarding people with reduced mobility.

C. Capacity-building

45. The workshop “Safety and security in European inland navigation” was held on 17 February 2016 in conjunction with the forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3). The following aspects were addressed: resilience of inland water transport to the intentional external influence compared to other means of transport as well as critical inland water transport assets and infrastructure, security management, security provisions at the international level and the security training. It was mentioned that currently no specific official security management regimes were in place in the sector at a Pan-European level and a comprehensive and integrated assessment should be prepared. The workshop agreed that UNECE guidelines on preventive and protective measures to ensure inland security would be useful to fill in the gap in international legislation regarding inland water transport security provisions while considering synergies with other issues such as digitalisation, safety, transport of dangerous goods and that specific security recommendations could be introduced in particular areas (i.e. dangerous goods, valuable and marketable goods, passenger transport).

46. The workshop on River Information Services (RIS) was held on 22 June in conjunction with the forty-ninth session of SC.3/WP.3. The workshop agreed to enhance the coordination of work and cooperation between UNECE, the European Commission, the Central Commission for the Navigation on the Rhine (CCNR), the Danube Commission, the International Sava River Basin Commission, the World Association for Waterborne Transport Infrastructure (PIANC) and other relevant organizations towards harmonizing technical standards, to continue maintaining UNECE resolutions on RIS as efficient, up-to-date and flexible instruments in the framework of implementing RIS provisions at the pan-European level.

47. The workshop “Recreational navigation and water tourism: addressing challenges and exchanging the best practices” was held on 3 November by the secretariat jointly with the European Boating Association in conjunction with the sixtieth session of SC.3. The workshop was attended by representatives of administrations and inspection bodies, international and national boating associations and training centres in the field of training and certification of pleasure boaters. The workshop discussed best practices and challenges in the recreational navigation and water tourism sector, training and recognition of certificates of pleasure craft operators and case studies of the International Certificate of Operators of Pleasure Craft issued according to Resolution No. 40.

IX. Intermodal Transport

48. Intermodal transport continues to be a key factor in ensuring that freight transport meets the requirements of the Sustainable Development Agenda. Following the 2015 workshop on how intermodal transport and logistics contribute specifically to sustainable development, the 2016 workshop focused on how innovation in intermodal transport can further contribute to this.

49. Further work was also undertaken in modernizing the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) with a number of modifications being accepted by the Administrative Committee of the AGTC.

X. Border Crossing Facilitation and the TIR

A. Geographical expansion

50. After the entry into force of the Convention for Pakistan on 21 January 2016, China acceded on 5 July 2016, bringing the total of Contracting Parties to the Convention to 70. The accession of China will further foster the opportunities for economic growth and development of China and transit countries, facilitate trade with Central Asian countries, Mongolia and the European Union, as well as stimulate China's transit and logistics services. China's neighbours on its northern and western borders are already Contracting Parties to the TIR Convention, including Kazakhstan, Kyrgyzstan, Mongolia, the Russian Federation and Tajikistan. The application of the TIR system will provide China the opportunity to shift its export goods under a single, simplified transit procedure to EU countries for all modes of transport. More than 1,200 Chinese road transport companies ship freight across China's land borders, conducting more than 700,000 transit operations per year.

B. Increased transparency

51. Progress was made on increasing transparency in the TIR guarantee system by reinforcing the possibilities of the TIR Administrative Committee (AC.2) to examine the audited financial statements submitted annually by the international organization authorized to manage the international guarantee system and to print and distribute TIR Carnets, including the right to request additional examinations. At the same time, the requirements for the international organization with regard to record keeping and engaging an independent external audit have been further amended. AC.2 also established a procedure for countries to request copies of documents deposited with UNECE by the international organization in accordance with the provisions of Annex 9, Part III of the Convention.

C. Supporting the training of customs officials in the implementation of the TIR procedure

52. Participation of the TIR secretariat in various national, regional or global seminars, such as, but not limited to:

- a national workshop on the Mainstreaming of the Vienna Programme of Action for landlocked developing countries (LLDC's), Ulaanbaatar, 27-28 April 2016,
- the global seminar on the importance of key trade and transport Conventions, New York, 9 May 2016
- workshops on WCO Transit Guidelines, Abidjan (Ivory Coast), 27 June-1 July 2016, and Lusaka, 31 October-4 November 2016,
- OSCE-WCO Workshop on Enhancing Trade Facilitation through the improvement of regional transit in Central Asia, Astana, 27-29 September 2016.
- Various delegations from China and Pakistan visited the Palais and were briefed on the mayor United Nations transport conventions serviced by UNECE.

D. Computerization of TIR

53. Efforts have been made to computerize the TIR procedure gained further momentum in 2016. The pilot project on eTIR with Turkey and Iran (Islamic Republic of) as pilot countries has been extended to now involve more operators and customs offices from both countries as well as allowing to amend declarations for the purpose of partial loading and unloading.

E. Harmonization Convention:

54. Discussions on an advanced draft of a new Annex 10 on border crossing procedures at seaports has continued in 2016 and it is expected that Contracting Parties will come closer to conclusion on this Annex in the course of 2017.

F. Passenger Rail Transport

55. Draft new Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage has been set up. A comprehensive draft was discussed in 2016 by both WP.30 and SC.2 and involved OSJD. Although parties have not yet reached consensus, it is expected that discussion planned to continue towards the end of 2016 and, if necessary in 2017, will bear fruit and that the new Convention could see the light of the day next year.

G. Customs-to-Customs data exchange project

56. The global project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” was finalized on 30 June 2016. The project was led by UNECE and implemented in close collaboration with ESCAP, United Nations Economic and Social Commission for Western Asia (ESCWA), United Nations Economic Commission for Africa (ECA) and ECLAC. By mean of workshops, technical assistance and a closing seminar, the project achieved its objectives, i.e.

(a) increased capacity to exchange secure electronic C2C transit information by the five pilot countries with their neighbouring countries and trade partners and

(b) increased capacity to utilize international standard electronic messages in the field of transit procedures by the pilot countries and their neighbouring countries, in particular B2C information.

57. In the UNECE region, Turkey and Georgia started a pilot project to exchange C2C electronic information about TIR transports. In the other regions, action plans were developed for Arab Maghreb Union (ECA), Costa Rica (ECLAC), Tunis (ESCWA) as well as for Kyrgyzstan and Tajikistan (ESCAP).

58. A central exchange platform (CEP), a versatile ICT system that can be configured to allow customs administration to exchange all kind of electronic messages, was developed and deployed at UNECE to allow Customs administration to electronically exchange transit related data by means of secure web services. The CEP was configured for the exchange of data related to the UNECE pilot project between Georgia and Turkey.

XI. Latest Developments in Vehicle Regulations

1958 Agreement

59. In 2016, three new United Nations Vehicle Regulations aimed at improving vehicles' safety and environmental performance entered into force:

- the new UN Regulation No. 136 on electric powered two wheelers, electric vehicles of category L (EV-L), adopted at the June 2015 session of WP.29, provides the safety performance requirements EV-L with regard to their electric energy storage systems;
- the new UN Regulation No. 137 on Frontal Impact with focus on Restraint Systems (FIRS), adopted at the November 2015 session of WP.29, results in more stringent safety performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.
- the new UN Regulation No. 138 on quiet road transport vehicles (QRTV) adopted at the March 2016 session of WP.29, provides for specific sound emissions of electric or hybrid vehicles when stationary or moving at low speeds.

60. Existing UN Regulations were also updated with eighty-nine 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 2016 an amendment to UN Regulation No. 127 (Enhanced Child Restraint Systems, ECRS), which introduces the concept of non-integral ECRS allowing for the use of in-vehicle restraint systems (safety belts) together with an ECRS by safeguarding enhanced protection for the child.

61. Also in 2015, WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. The WP.29 Informal Working Group on ITS/Autonomous Driving (ITS/AD) focused its activities on:

- The preparation of a proposal with harmonized definition of Automated Driving Technologies;
- The determination of items to be addressed during the establishment of internationally harmonized regulations on Automated Driving Technologies enabling drivers to benefit from a higher degree of automation of the driving task and
- The preparation of a proposal on harmonised general guidelines for e-Security and e-Safety in motor vehicles.

62. The subsidiary body to WP.29, The Working Party on Braking and Running Gear (GRRF), dealing with active safety elements, finalized its work on the first amendments to Regulation No. 79 (Steering equipment) containing provisions for Automatically Commanded Steering Functions (ACSF) with safety requirements and the corresponding testing procedures for Lane Keeping Systems, Corrective Steering Functions and Remote Controlled Parking. These amendments are the first elements towards automated vehicle regulations.

63. The discussions on the Revision 3 of the 1958 Agreement on type approval for vehicles, parts and components within the World Forum had been finalised and a consensus by the Contacting Parties was achieved at the June session of WP.29. This future amendment aims at fostering the broader participation of countries from emerging

economies and regional economic integration organizations in the activities of the World Forum and at increasing the number of Contracting Parties to the Agreement.

64. Thus, the main objectives of Revision 3 consist of:

(a) Inserting new provisions for the internationally recognised whole vehicle type approval (IWVTA) system,

(b) Allowing the Contracting Parties to grant type approvals according to former versions of UN Regulations,

(c) Establishing at UNECE an electronic Database for the Exchange of Type Approval documentation (DETA) between all the Contracting Parties to the Agreement (see para 8 below),

(d) Modifying the voting conditions for the adoption of new UN Regulations or their amendments to existing UN Regulations (i.e. current the two-thirds majority), and

(e) Reviewing and strengthening the current provisions with the aim to improve the functioning and reliability of the type approval procedures and the conditions for their mutual recognition (i.e. quality assurance assessment, certification and conformity of production procedures, the tasks, responsibilities and competences of involved parties and aspects related to enforcement such as ensuring market surveillance and safeguard measures).

65. The entry into force of the Revision 3 of the 1958 Agreement is expected in August 2017.

66. Following the decision by ITC on the financing of the hosting of DETA under the UNECE regular budget, the Sustainable Transport Division initiated this budgetary related process. Initiating this process during 2016 should provide for the timely application of the hosting of DETA at UNECE/UNOG in Geneva as of 2018 following the necessary administrative and technical steps including procurement.

1998 Agreement

67. In November 2016, WP.29 concluded several years of work on the new Global Technical Regulations:

- The new Global Technical Regulation No. 17 on crankcase emissions for powered two- and three wheeled vehicles, adopted at the November 2016 session of WP.29 establishes harmonized test procedures allowing to measure the crankcase and evaporative emissions and subsequently to provide for a reduction of the emission of unburned fuel which are of toxic nature;
- The new Global Technical Regulation No. 18 on on-board diagnosis systems for powered two- and three wheeled vehicles, adopted at the November 2016 session of WP.29 establishes functional OBD requirements on the “infra-structure” on-board of a motor vehicle in the scope of this GTR, which determines inter alia hardware and software design in a technology neutral way and harmonized requirements to conduct the environmental verification test procedure and
- The amendments to the Global Technical Regulations No. 16 (tyres) with their adoption.

68. Discussions on a reinforcement of the implementation of the 1998 Agreement concluded in the establishment of a Special Resolution S.R.2, adopted at the June 2016 session of WP.29. This resolution provides for a more strategic approach of the work performed under the 1998 Agreement and also aims in reaching higher transparency. On

the later one, the secretariat has already initiated first steps by making the WP.29 website more user-friendly and by proposing amendments to the WP.29 Rules of Procedures that will ease the process for attending sessions of the World Forum for NGOs, academia and civil society.

XII. Transport of Dangerous Goods and Classification and Labelling of Chemicals

69. 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. These mechanisms are developed by the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the GHS, to which UNECE provides secretariat services.

70. UNECE's work on administering and making available the legal instruments on the transport of dangerous goods, as well as the related ECOSOC recommendations contribute to the safe management of chemicals through their life cycle (production, storage, transport, workplace and consumer use).

71. For classification and labelling of chemicals, more than 70 countries all over the world have developed or updated their national legislation in accordance with the provisions of the GHS or are in the process of doing so.

72. In 2016, transposition of the provisions contained in the 19th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations led to the publication of updated versions of international legal instruments regulating air, maritime and land transport of dangerous goods. This was done as follows by the international organisations involved in a coordinated way to ensure that the provisions may be applied simultaneously for all modes of transport as of 1 January 2017:

- For air and maritime transport, publication by ICAO and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;
- For road and inland waterways transport, publication by UNECE of the 2017 editions of the 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);
- For rail transport, publication by OTIF of the 2017 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).

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

74. Awareness raising activities on the transport of dangerous goods and the classification and labelling of chemicals (GHS):

- Presentation on ADR during the ITC Road Safety Workshop;

- Participation of the secretariat in workshops on Transport of Dangerous Goods and GHS in Ecuador and Costa Rica;
- Participation of the secretariat in several EuroMed events intended to promote the accession to ADR and ATP of a few Mediterranean countries which are not yet parties;
- Participation of the secretariat in a workshop on Transport of Dangerous Goods organised by the IRU for the Arab League countries;
- Participation of the secretariat in a workshop on Transport of Dangerous Goods and Transport of Perishable Foodstuffs organised by the IRU for a Chinese delegation;
- Participation of the secretariat in a workshop on ADR for a Pakistani delegation in UNECE.

XIII. Transport of perishable foodstuffs

75. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control during carriage by road and rail. 50 countries are Contracting Parties to the ATP.

- Entry into force of amendments to the ATP in 2016 to prohibit the use of Insulated bodies with non-rigid walls and a transitional provision for insulated bodies with non-rigid walls in service.
- Adoption of a new definition for mechanically refrigerated and heated equipment, including provisions relating to the tests, checks and certificates for said equipment.
- In cooperation with the EuroMed Project, a Road Map on how to accede to and implement the ATP agreement was published in 2016.

XIV. 2017 and Beyond

The ITC 70th Anniversary - Ministerial Meeting

76. For 70 years the ITC has been continuously working with governments, industry and policy makers to promote sustainable transport which is safe, clean and competitive, through the development of freight and personal mobility by inland transport modes, by improving traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector.

77. On 21 February, 2017 in Geneva, Transport Ministers from the UNECE region and beyond will gather for a Ministerial meeting on the “Past and Future of the UNECE Inland Transport Committee”. The meeting will celebrate the 70 years of accomplishments of the ITC, as well as decide on its future mission until 2030 at a time of profound changes, challenges and opportunities globally.

78. Over the past 70 years, the ITC helped to maintain agreements which allow trade goods to cross borders more efficiently, allowing economies of different countries to become interlinked and grow together; developed tools to assist governments in developing the most environmentally friendly transport policies, giving us cleaner air, healthier citizens and more sustainable transport; helped ensure cars are built to the highest possible safety

standards and lowest environmental impact; also ensured that child restraint systems meet the best design standards and provide the best possible protection for some of our most venerable road users.

79. The work of the ITC will continue to be to drive progress and innovation forward in the field of transport towards a safer, more efficient and environmentally-friendly interlinked world.

80. It is thanks in large part to the work of Governments and key stakeholders from the transport sector who joined forces at the intergovernmental platform by Inland Transport Committee and its subsidiary bodies that our roads are safer, our air and rivers are cleaner, and our trade is more efficient. However, the work of the ITC continues every day as technology improves and new challenges and opportunities arise. The high standards for safety, efficacy and sustainability set by the ITC are not resting places but merely a new starting point to build future innovation upon.
