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TRANSPORT

INTRODUCTION

The transport subprogramme of the UNECE services the Inland Transport Committee (ITC), the only United Nations intergovernmental body dedicated to inland transport, its working parties as well as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals.

The primary focus of ITC and its subsidiary bodies is administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction. Activities take the form of policy dialogue and regulatory work, analytical activities, as well as capacity building and technical assistance.

This makes the ITC a unique body specialized in inland transport with the overarching goal of contributing to the development of inland transport in a safe, efficient and environmentally friendly way. Its decisions have a direct impact on the daily life of people and businesses throughout the world.

In 2013, the UNECE concluded the reform process begun in 2005. Among the outcomes was the recognition of the growing responsibilities of the ITC and its subsidiary bodies' high-impact work. As a result, the resources and capacities of the UNECE Transport subprogramme and the Transport Division were increased in order to ensure the continued effective service of all principal and subsidiary bodies in the future. It is of particular importance that this increase took place within a general environment of tough economic conditions and budget tightening for both the UNECE and its member states.

These increased responsibilities were on display in 2013, when the ITC held its Seventy-Fifth Ministerial session. This Jubilee session gathered Ministers, Deputy Ministers and other high-level officials from across Europe and Asia.

One of the key issues the Ministers were presented with was the accomplishments and future of the Euro-Asian Transport Links (EATL) project. The Ministers deliberated the EATL project, which has identified for investment and development, nine rail and nine road routes between Europe and Asia as well as 17 water transport links, and several inland and maritime ports that could save both time and costs of delivery of freight. The Ministers endorsed the work thus and gave political support for the EATL project to move forward into its final phase.

Additionally, in the Seventy-Fifth Session, a joint declaration was signed by thirty-seven European and Asian countries requiring the establishment, over the next two years, of the legal conditions for railways that are equivalent with those existing for other transportation modes.

Also, looking into the future, 2014 will see the establishment of the Sustainable Development Goals (SDGs). As a follow-up to Rio+20, negotiations began in 2013 for the creation of the SDGs as the post-2015 successor to the Millennium Development Goals (MDGs). Several ITC members took an active role in promoting the inclusion of Transport in the SDGs, while the UNECE Transport Division worked closely with UN/DESA to achieve the same goal. Through the provision of high-quality inputs in the global consultations, ITC has remained at the forefront of these global processes that will

define global developmental funding priorities until 2030. The policy segment of the 2014 Committee's annual session will focus on Transport and Sustainability in order to raise awareness of the importance of sustainable transport as a determinant of sustainable development and as a lever for poverty alleviation.

Actions promoting innovative transport technologies and ITS

Workshop on Intelligent Transport Systems (ITS) in emerging markets

The UNECE Inland Transport Committee (ITC) jointly organised with the International Telecommunication Union (ITU), a one day workshop entitled Intelligent transport systems in emerging markets – drivers for safe and sustainable growth. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.

The workshop targeted Information Communications Technology (ICT) and transport policy makers and regulators, as well as representatives of the ICT, consumer electronics, automobile, transport and insurance sector. Standards-makers in the fields of intelligent transport systems and ICT were also a key focus.

The objectives of the workshop were to review the status quo of intelligent transport systems including the technology, applications, regulatory frameworks, standards. It also focused on identifying barriers to adoption, challenges and how they can be overcome, as well as highlighting the benefits of ITS may reap in emerging economies focusing particularly on road safety. Finally the workshops discussed the distraction challenges and identified ways to address it. The event was another milestone in 2013, the year of ICTs and improving road safety.

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

In 2013 three new United Nations Vehicle Regulations aimed at improving vehicles' safety annexed to the 1958 Agreement entered into force. First, the new UN Regulation on Enhanced Child Restraint Systems. This new relation which has been applied by 49 countries including the European Union, provides better protection for children in the event of, not only a frontal impact, but also lateral and rear impacts. Secondly, the new UN Regulation on Lane Departure Warning Systems. This has been applied by 50 countries including the European Union, alerts the driver if the vehicle is leaving the lane. Thirdly, the new UN Regulation on Advanced Emergency Braking Systems, which has been applied by 50 countries including the European Union, alerts the driver if there is an obstacle on the road and, in the case the driver don't take any action, the vehicle brakes to avoid or mitigate the impact.

The World Forum for Harmonization of Vehicle Regulations adopted two new UN Regulations annexed to the 1958 Agreement on Retrofit Emissions Control Devices for heavy duty vehicles, agricultural and forestry tractors and non-road mobile machinery equipped with compression ignition engines, and on recyclability of motor vehicles. In addition, two new UN Global Technical Regulations in the framework of the 1998 Agreement were established in the Registry for UN Global Technical Regulations on the safety aspects of Hydrogen and Fuel Cell vehicles and on the protection of the occupants of passenger vehicles and light commercial vehicles against a pole side impact.

Existing UN Regulations were also updated with 100 amendments, bringing the regulations to the most current technological level and introducing more severe limits increasing both the safety and environmental performance of vehicles.

WP.29 adopted in 2013 the principles for design and control of Advanced Driver Assistance Systems, setting harmonized minimum requirements, to be included in the regulations on vehicles developed by the World Forum.

A new Mutual Resolution No. 1 (M.R.1) of the 1958 and the 1998 Agreements concerning the description and performance of test tools and devices necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in UN Regulations and in UN Global Technical Regulations, adopted by the World Forum WP.29 was published in January 2013.

Linking the Regions with Inland Transport

Euro Asian Transport Links

The objective of The Euro-Asian Transport Links (EATL) project is to identify the principal Euro-Asian road and rail routes that should be prioritised for development and cooperation. The EATL project has an Expert Group which is the platform for cooperation and coordinated development of the identified inland transport links.

In 2013, the EATL Expert Group and the secretariat presented the completed Phase II final report, available in both English and Russian, at the Second Meeting of EATL Ministers of Transport in Geneva on 26 February. The Ministers endorsed the report and gave political support for Phase III.

Additionally, the EATL family of participating countries grew from 27 to 38 countries. The increase demonstrates both the growing interest and relevance of the work that has been carried out so far. As well as and is a clear endorsement of the successful completion of Phase I and II of the project.

The primary objective of Phase III is to make operational the identified nine road and nine rail EATL routes. The Expert Group and the secretariat are beginning the process of taking the results of Phase II and converting them into reality with Phase III. To this end, a meeting took place on 10 September 2013 in Geneva between countries with projects and financial institutions. This ‘match-making’ activity will continue as well as other concrete activities according to the plan of work adopted by the Expert Group in September 2013.

Almaty Programme of Action

As part of the preparation of the forthcoming 10 year review of the Almaty Programme of Action (APoA) scheduled to take place in 2014, the UNECE took part in an event titled The Final Regional Review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries, on 5-7 March 2013 in Vientiane, Lao People's Democratic Republic. The UNECE presented as part of its contributions to the regional review, the EATL project.

The event was organized jointly organized by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the UNECE, UN Office of the High Representative for the

Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) and the Government of Lao People's Democratic Republic.

The Regional Review meeting recognised that despite the progress, much remains to be done. It is generally accepted that implementation of a conducive legal framework is one of the key means to increase transport cooperation for the LLDCs. United Nations legal instruments offer legal and regulatory framework to facilitate the development of international transport in an efficient, safe and environmentally friendly way. Unfortunately, most land-locked developing countries have failed to make use of these available instruments. The most relevant, International Convention on the Harmonization of Frontier Controls of Goods, of 1982, shortly Harmonization Convention - when implemented – contributes to the reduction, if not elimination of border delays, which consequently results in lower transport costs and, therefore, in lower export and import costs.

However, out of the 31 LLDCs, only 11 have so far acceded to this Convention. In order to make significant steps towards reaching the objectives of the APoA, more accessions and implementation of first, the Harmonization Convention and then the gradual implementation of other relevant United Nations transport conventions is indispensable. This would contribute to turning geographic disadvantage into economic advantages and thus the “land-locked” status into a “land-linked” benefit. The UNECE used all opportunities to encourage the LLDCs to accept and implement UN conventions facilitating transport and trade.

Working Towards the Future of Inland Transport

For Future Inland Transport Systems Project (ForFITS)

UNECE launched the ForFITS project for the development and implementation of a tool to monitor and assess CO_2 emissions from inland transport activities. This three-year project with the goal of facilitating climate change mitigation started in 2011, and is funded by the United Nations Development Account (UNDA). It involves all United Nations Regional Commissions.

The main objective of this project is to enhance international cooperation and planning towards sustainable transport policies. In order to achieve this goal, a number of capacity building workshops for policy makers have been and continue to be organized, as well as training activities for technical experts. The backbone of this programme is the development modelling tool capable of assisting users in making informed decisions about measures for the reduction of CO_2 emission in the transport sector. The model is primarily focused on CO_2 emissions from inland transport, including road, rail and waterways, and predicts future emissions based on current patterns. CO_2 emissions caused by aviation and maritime transport are also covered by ForFITS, but in a simplified manner in comparison to the other transport modes.

Following the recommendations received at the workshops, the UNECE developed the model and implemented it in the Vensim modelling environment. A first prototype of ForFITS was distributed in late 2012. Significant improvements were implemented in 2013. The model is freely available online along with a user manual that details the methodology; the data required in the inputs excel file; and the process to visualize the results in Vensim (http://www.unece.org/trans/theme_forfits.html).

Activities in 2013 focused on the implementation of the ForFITS model improvements, drafting the user manual, developing pilot cases and, in parallel, organizing implementing regional awareness-

raising events and capacity building/technical workshops. The development of pilots, the organization of the awareness-raising events and the capacity building/technical workshops is taking place in cooperation with the other Regional Commissions in each region. Countries that were selected for the development of pilot cases in the ForFITS model are Chile (ECLAC), Ethiopia (UNECA), Montenegro (UNECE), Thailand (UNESCAP), and Tunisia (UNESCWA). Additional workshops are likely to be organized due to interest shown by several additional countries.

Environmental Sustainability in Transport

Climate Change Adaptation

A full report from the Group of Experts on climate change impacts and adaptation for international transport networks was submitted in 2013. The report gave the group's full recommendations aimed at improving the long-term sustainability of transport with an emphasis on international connections; set best examples of national policies; and, addressing the issues of transport networks vulnerability among member Governments.

The report was created over the six meetings of the group of experts, by developing with the help of the external consultant, a scientific questionnaire for information collection, which produced the data analysed which informed the final draft of the report. The Group of Experts also organized a prestigious international conference on "Adaptation of Transport Networks to Climate Change" in Alexandroupolis, Greece on 25-26 June 2012. The conference provided a key input to the work of the Group.

The final report was welcomed by the Governments as a very comprehensive study and an effective tool that will create awareness of the Governments about climate change adaptation, as well as provide a set of best practices for adaptation measures.

Transport, Health and Environment

In 2013, the Steering Committee of the Pan-European Programme on Transport, Health and Environment (THE PEP) organized a symposium on "Active Mobility for All: Safe and Healthy Walking and Cycling in Cities" in line with priority goal No. 4 of the Amsterdam Declaration adopted at the Third High-level Meeting on Transport, Health and Environment in January 2009.

Capacity building workshops continued to be organized by THE PEP, jointly serviced by the UNECE Transport and Environment Divisions and by WHO/Europe. In September 2013 a workshop was held in Almaty to address the green and health-friendly mobility challenges in large cities with a focus on Urban Central Asia. As a follow-up, eco-driving capacity workshops will be organized as part of THE PEP Partnership programme. Also, the results of all six workshops held since 2009 under THE PEP have been consolidated in a single document for approval by THE PEP Steering Committee in November 2013.

THE PEP Steering Committee and its extended Bureau have started to prepare the High-level Meeting on Transport, Health and Environment that will be hosted by France in Paris from 14 to 16 April 2014. The theme will be City in Motion: People First! The High-level Meeting will be held in conjunction with the Transport Research Arena (TRA) that will bring together many European

transport researchers. The High-level Meeting is expected to renew the mandate and decide on THE PEP strategy towards 2020.

Road Safety

The Working Party on Road Traffic Safety (WP.1) is the only permanent intergovernmental body in the United Nations system that focuses on improving road safety. Its primary role is to keep up-to-date the United Nations road safety conventions, in particular the Conventions on Road Traffic and on Roads Signs and Signals of 1968. All United Nations legal instruments addressing the main factors of road crashes such as road user behaviour, vehicles and infrastructure are administered by the Inland Transport Committee and its working parties.

The e-book Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users, comprised the complete findings by road safety experts from Europe, Africa, Asia, Australia and the Middle East. These findings had been previously been presented in preliminary form at the international symposium with the same title as the e-book. The focus is on the main issues influencing alcohol-related accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists in each region (http://www.unece.org/trans/roadsafe/ebook_launch.html).

Finally in December, UNECE in partnership with the Ministry of Road Transport and Highways of India and Institute of Road Traffic Education, and in collaboration with the UNESCAP, organized the inaugural "Europe - Asia Road Safety Forum" in New Delhi on 4 December followed by a two-day session of WP.1 (http://www.unece.org/transport/areas-of-work/road-safety-forum/schedule-of-meetings/road-safety-forum/meeting/2013/wp1-working-party-on-road-traffic-safety-67th-session-new-delhi/docs.html).

As driving times and rest periods of professional drivers are a key aspect of road safety, it is worth noting the progress made in the implementation of the digital tachograph – a sophisticated monitoring device installed in all commercial vehicles registered in the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). While the digital tachograph became mandatory already in 2010, some countries encountered difficulties in meeting the deadline. By 2013, however, great overall progress was made in implementing the digital tachograph in non-EU AETR Contracting Parties. Virtually all countries had fully implemented the measures necessary for the use of the digital tachograph. Only Turkmenistan has yet to commence it.

In terms of accession to international legal instruments, Turkey and Qatar acceded to the 1968 Convention on Road Traffic in 2013, with Turkey also acceding to the European Agreement supplementing the 1968 Convention on Road Traffic.

A particular challenge in the area of road safety will continue to be scaling up efforts to assist member countries to increase management capacity and prepare programs that address road safety issues. Although primary responsibility for increasing road safety is vested in Governments, it is recognized that this requires not only political will and commitment, but also coordinated efforts and significant funds.

The key events of the UN Global Road Safety Week

The year 2013 witnessed the commemoration of the second United Nations Global Road Safety Week. In May several key events were organized by the UNECE together with its partners in the Palais des Nations.

The programme (http://www.unece.org/trans/roadsafe/2nd_grs_week/programme.html) included a symposium on regional perspectives on drinking and driving; an interactive youth and young leaders session "Scouting for Global Road Safety"; a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety. UNECE partners were the International Centre for Alcohol Policies, the World Organization of the Scout Movement, Scouting Ireland, the Hellenic Road Safety Institute "Panos Mylonas", the International Union of Railways and the Council of Bureaux.

Additionally, in Italy, UNECE partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-Il Giorno and leStrade, to publicize the Global Road Safety Week in widely distributed local newspaper and magazine. They also distributed 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.

Developments in International Transport Standards and Legislation

Road Transport

In 2013, the Expert Group on the European Agreement on the Work of Crews of Vehicles Engaged in International Road Transport (AETR) continued to develop proposals for amending the AETR Agreement, and in particular, to create an administrative committee. The UNECE Executive Committee has extended the mandate of the Expert Group until the end of 2014 to enable the members to thoroughly develop and agree on the amendment proposals.

In addition, several amendments to the European Agreement on Main International Arteries (AGR) were proposed. However, the Contracting Parties' obligations to establish and implement procedures relating to road safety impact assessments, road safety audits, management of road network safety and safety inspections for the roads of the international E-road network have yet to come into effect. Similarly, an electronic consignment note (e-CMR) still awaits Contracting Parties' agreement on procedures and implementation. Denmark acceded to the Additional Protocol to the CMR concerning the e-CMR, which brings the number of countries who have acceded to eight.

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). Additional progress on the discussion of the OmniBUS proposal was made at the October meeting.

Border Crossing Facilitation and the TIR Convention

In October 2013, an extensive package of amendment proposals came into force for the TIR Convention (a new Annex 9, part III to the TIR Convention). The amendments introduce the conditions and requirements for the authorization of an international organization - presently The International Road Transport Union (IRU) - to take on the responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets. These

amendments, which were a major step forward for the functioning of the TIR system, were taken on board in the text of the UNECE-IRU agreement for the years 2014-2016.

However, the success of the amendment package was over-shadowed by the emergence of the "TIR crisis." In July 2013, measures were announced to be introduced for the territory of the Russian Federation which the TIR Administrative Committee and Executive Board found to run contrary to certain provisions of the TIR Convention. The measures involved non-acceptance of the TIR guarantee and the requirement for operators to obtain national guarantee coverage, and they were introduced and later implemented on the basis that the current TIR guarantee system does not adequately protect Customs revenues and that the national guaranteeing association had accumulated large debts towards Customs. At that stage, the secretariat, in cooperation with affected parties and stakeholders was very proactive and endeavoured to perform an in depth analyses of the situation from both a legal and practical perspective, as well as facilitate dialogue with a view to having the measure withdrawn.

The Russian Federation has, during this process, consistently reiterated its commitment to the TIR Convention and its intention to remain in the system as an active Contracting Party. Nonetheless, as of this writing on November 2013, outstanding disagreements are still unresolved between the actors involved within the Russian Federation. Additionally, the termination of the guarantee agreement between the Federal Customs Service of the Russian Federation and the national association marked the beginning of the crisis' escalation as it is now a foreseeable risk that the TIR procedure will be inoperable in the Russian Federation as of 1 December.

All this has a major impact on traffic flows to, from and through the Russian Federation, not to mention the complications related to the fact that the Russian Federation has formed a Customs Union with Belarus and Kazakhstan. As a result, there are great uncertainties as to the manner in which these measures can be implemented, their precise impact on trading partners and operators, and the effect within the Customs Union.

Notwithstanding the criticality of the situation, one of the major accomplishments in this politically sensitive crisis was that the strenuous diplomatic efforts of the secretariat together with other contracting parties and the intergovernmental bodies of the TIR Convention led to the clarification of the issues at stake. This means that the challenge ahead is not only the successful resolution of the crisis in the short to mid-term, but perhaps even a major reform of the TIR system in the long term, so as to address the weaknesses identified during this TIR crisis.

Another issue that will dominate future work is the activation of the computerized TIR procedure. In this respect, 2013 has already been successful in that the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) is finalizing the technical aspects of the computerization of the TIR procedure (eTIR project). The group has also prepared and submitted to UNECE Working Party on Customs Questions affecting Transport (WP.30) for consideration a Cost-Benefit Analysis addressing the financial implications of eTIR . The analysis clearly demonstrates that, even for a less optimistic scenario, eTIR will provide a very high return on investment, due to considerable benefits to all TIR stakeholders: Customs, transport industry and trade. At the same time, work has commenced to design an appropriate legal framework for the computerized TIR system.

The secretariat continues to enhance various TIR-related databases, including the International TIR database (ITDB) which contains information on all operators that have been authorized to use the TIR procedure. This consists of approximately 60'000 records. These databases are accessible online and have proved to be in strong demand for authorized users.

With regards to other border crossing facilitation developments, the recent entry into force of new Annex 9 to the Harmonization Convention marked the beginning of intensive efforts of the UNECE secretariat and Contracting Parties, in cooperation with international railway organizations such as the Organization for Co-operation between Railways (OSJD) and The Intergovernmental Organisation for International Carriage by Rail (OTIF), towards identifying best practices with regard to the implementation of Annex 9 at the national level. This annex introduces a wide set of measures to facilitate rail freight border crossing, including:

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

Furthermore, the secretariat and the WP.30 continued to monitor the implementation of the Harmonization Convention and conducted a recurrent survey of Contracting Parties with regard to the application at the national level of Annex 8 on road transport.

Transport of perishable foodstuffs

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.

Forty-eight countries are Contracting Parties to the ATP including Morocco and Tunisia outside the UNECE region. Of the 56 UNECE member States only Armenia, Canada, Cyprus, Iceland, Israel, Liechtenstein, Malta, San Marino, Switzerland and Turkmenistan are not yet Parties. The ATP is also being promoted to other countries in the Mediterranean region such as Algeria, Egypt and Jordan.

The ATP 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 entered into force on 23 September 2013 introducing a testing procedure for new multi-compartment multi-temperature transport equipment. Now, the Working Party on the

Transport of Perishable Foodstuffs (WP.11) will have to reach agreement on distinguishing markings for this type of equipment and on a testing procedure for the renewal of certificates.

At its session in 2013 and on the basis of a proposal made by the Russian Federation, WP.11 adopted two new classes for heated ATP equipment. This is to take account of conditions in countries where winter temperatures routinely fall below -20°C and where heating is consequently required to keep cargoes of food at the correct temperature.

Challenges facing WP.11 in 2014 include discussions on the possible adoption in ATP of a definition of perishable foodstuffs and on a proposal to merge annexes 2 and 3 which would have the effect of extending the requirement to monitor the air temperature in transport equipment to the carriage of chilled foodstuffs. Some countries would also like to see the ATP extended to cover fresh fruit and vegetables and even pharmaceuticals.

Transport of Dangerous Goods

In 2013 the secretariat released three publications on the transport of dangerous goods. The first was the 18th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations. The second was Amendment 2 to the 5th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria. The third was the 5th revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

The new or amended provisions in these publications address a wide range of issues. Regarding transport, particular attention is paid to:

- the transport of adsorbed gases
- the transport of lithium batteries, including damaged or defective batteries and lithium batteries for disposal or recycling
- the classification of solid oxidising substances
- asymmetric capacitors
- discarded packaging contaminated with residues
- the transport of ammonium nitrate
- the transport of radioactive material
- the testing of gas cartridges and fuel cell cartridges
- the applicability of ISO standards to the manufacture of new pressure receptacles or service equipment

As invited by ECOSOC resolution 2013/25, the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) updated their respective legal instruments accordingly (International Maritime Dangerous Goods Code and ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air).

Similarly, at the regional level, the UNECE Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the OTIF and with the Central Commission for the Navigation of the Rhine (CCNR) updated the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement Concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

They incorporated amendments specific to the European context, in particular regarding the application of European standards concerning pressure receptacles and tanks, and the periodicity of inspection and testing of pressure receptacles.

These updates should all become legally applicable as from 1 January 2015, and should result not only in effective worldwide implementation of the new United Nations Recommendations on the Transport of Dangerous Goods, but also effectively harmonize all major international legal instruments regulating the five modes of transport.

The ADN Safety Committee adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels, including for example the means of evacuation from vessels. They also continued to discuss the possibility of use of liquefied natural gas (LNG) as fuel for the propulsion of vessels carrying dangerous goods, and the carriage of LNG as cargo on board gas tankers.

The secretariat also published a road map for accession and implementation of ADR.

With regard to the classification and labelling of chemicals, legal instruments or national standards implementing the Globally Harmonized System (or allowing its application) in one or several sectors have already been issued in Australia, Brazil, China, Ecuador , Japan, Mexico, New Zealand , Mauritius, the Republic of Korea, the Russian Federation, Serbia, Singapore, South Africa, Switzerland, Thailand, United States of America, Uruguay and Viet Nam, as well as in the 28 members of the European Union and the three countries members of the European Economic Area.

Among the countries which have already implemented the system, the member States of the European Union updated their legal instruments in accordance with the provisions of the fourth revised edition of the Globally Harmonized System in 2013 (Commission Regulation EU No.487/2013).

Other countries such as Canada, Chile, China, Indonesia, the Philippines and Zambia (together with the other states members of the Southern African Development Community (SADC)), continue to work on the revision and amendment of their legal texts, standards and guidelines to achieve implementation of the Globally Harmonized System as soon as possible. Some others (e.g.: Barbados, Bolivia, Colombia, Gambia, Guatemala, Jamaica, Kyrgyzstan, Malaysia, Qatar, Democratic Republic of the Congo and Tajikistan) have initiated or been involved in projects and activities related to the implementation of the Globally Harmonized System.

Intermodal Transport and Logistics

Under the auspices of the Working Party on Intermodal Transport and Logistics, an international expert group consisting of members from the UNECE, International Labour Organization (ILO), International Maritime Organization (IMO) and industry experts have finalized a Code of Practice for

packing of cargo in containers and other intermodal transport units. This code, applicable at the global level, will replace earlier guidelines prepared by the three organizations.

The Code of Practice contains the latest scientific data, rules and policies to 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 the provisions will soon be applied world-wide since it will provide transport insurers with an authoritative basis for cargo insurance contracts. Following approval of the Code of Practice by the Inland Transport Committee in February 2014, it will also be approved by the competent bodies of IMO and ILO during the course of 2014.

A report has been prepared on opportunities and challenges of intelligent transport systems (ITS) for intermodal transport, that outlined strategies on how to apply ITS for seamless transport operations, optimum use of infrastructure, including terminals and for the achievement of high-levels of safety and security in international transport chains. Afterwards, the conclusions drawn by the Working Party on good governance of ITS processes at national and international levels were discussed with industry representatives at a workshop hosted by the Government of Belgium in May 2013.

Transport Infrastructure

Inland Water Transport

In line with the UNECE White Paper on efficient and sustainable inland water transport in Europe, the Working Party on Inland Water Transport and its European Code for Inland Waterways (CEVNI) Expert Group has adopted a large package of amendments to CEVNI. Work will continue in 2014 towards adoption of CEVNI 5 which should then constitute the pan-European framework for all navigational rules applicable at internationally navigable rivers and canal, such as the Danube, Mosel, Rhine and Sava.

Based on the 2012 published Inventory of Main Standards and Parameters of the E Waterway Network as enshrined in the European Agreement on Main Inland Waterways (AGN Agreement), the secretariat has launched in 2013 a web-based application that provides on-line data and other information on the navigational characteristics of the more than 29.000 km of important navigable European rivers and canals. The web application contains various search options by waterway and by country and provides an interface for exporting data.

Further steps have been made, in cooperation with the European Union and the River Commissions, to facilitate at the pan-European level the mutual recognition of boatmasters' certificates and the harmonization of professional requirements in inland navigation.

TEM and TER Projects

In September 2013, a workshop on Financing Transport Infrastructure was organized by the Working Party on Transport Trends and Economics in partnership with Euro Asian Transport Linkages project and the Trans-European Motorways (TEM) and Trans-European Railway (TER) projects. The workshop demonstrated the complexity of the substantive issues involved in financing transport infrastructure and the need to further analyse the issue in the UNECE region. At the workshop, experts from EATL and TEM & TER countries had the opportunity to present their countries' high

priority transport infrastructure projects to representatives of various international financial institutions, donors and international organizations. This workshop is the basis for the publication "Transport Trends and Economics 2012-2013: financing of transport infrastructure" which will be published in 2014.

Rail Transport

The Group of Experts towards Unified Railway Law held two meeting during 2013. In accordance with the joint declaration signed during the Ministerial session of the seventy-fifth ITC, the Group will work for the next two years to establish legal conditions for railways that are equivalent with those existing for other transportation modes.

To do this, the group will need to establish a unified set of transparent and predictable provisions and legal rules for Euro-Asian rail transport operations in all countries concerned which will facilitates border crossing procedures. They will need to analyse the existing international modal transport conventions for rail, road, air, inland water and maritime transport, as well as related agreements, in order to identify provisions and procedures important for the establishment of unified railway law. There will also need to be a unification of international railway law with the objective to allow rail carriage under a single legal regime from the Atlantic to the Pacific. Then, on the basis of a future material consensus on unified railway law, the group must identify an appropriate management system for unified railway law using the experience of international organizations in the field of the railway transport (OSJD, OTIF and others) as well as of international organizations of other modes of transport. Ultimately there must also be support for the widest possible use of electronic document workflow and intelligent transport systems.

The Working Party on Rail Transport also took action during 2013 to address all the contemporary issues railways face and to contribute to railways development in pan-European level. Among the issues addressed were railway infrastructure financing and public-private partnerships. The working group presented case studies on new projects with Public Private Partnership schemes and railways financing. The working party also addressed intelligent transport systems (ITS) by presenting innovative solutions regarding level crossings and ITS in railways. Indicators were produced to measure productivity in rail transport. The party also discussed climate change adaptation and mitigation issues and began discussions about the development of high speed trains.

Analytical activities

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

In 2013, UNECE published Transport Trends and Economics 2012-2013: Sustainable Urban Transport and Mobility. This publication highlights the importance of further study of urban transport and mobility as urban transport systems are integral parts of national transport systems. The main

objective of the publication is to map UNECE capitals' urban networks and to illustrate urban transport and mobility indicators, and provide policymakers with best practices and successful examples from the region allowing them to make informed policy decisions. The publication also sheds more light on one of the big challenges in developing sustainable urban transport systems – that of creating economically, efficient, socially affordable and accessible, as well as environmentally-friendly urban transport systems.

Under the auspices of Working Party, special Task Force continued to develop a simple methodology which would be able to measure the performance of national transport systems, i.e. the methodology for development of the Transport Development Index (TDI).

The objective of the TDI is to provide a measurement of the performance of national transport systems bearing in mind its importance for overall sustainable development. The TDI is developed by aggregation from the set of indicators used to quantify the effectiveness of national transport systems. The Task Force objective is to develop performance indicator which should provide a simple, yet evidence-based, indication of the contribution of a transport sector to the competitiveness of a national economy. The choice of the set of indicators and aggregation method is thus based on the role of transport for national competitiveness. The next meeting of the Task Force is expected to be held in 2014 upon the completion of the draft methodology.

Transport Statistics

In 2013, the Working Party on Transport Statistics (WP.6) developed common methodologies and terminology in order to harmonize 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 ITF. The end result of this harmonization will be the improved ability to compare and contrast international transport statistics.

This was accomplished by drafting a Common Questionnaire (UNECE/Eurostat/ITF) which was then disseminated online in all UNECE official languages. Draft Recommendations to Governments on procedures and methodologies for the 2015 E-Road and Rail traffic censuses were also elaborated and submitted for adoption to the Inland Transport Committee.

Inland Transport Security

Following the Inland Transport Committee's endorsement of recommendations made by the UNECE Multidisciplinary Inland Transport Security Expert Group on how to enhance inland transport security, the secretariat continued to provide a platform for governments, academia and the private sector to exchange views and best practices. In February 2013, the annual Inland Transport Security Discussion Forum on the subject of Secure Parking Areas was organized by UNECE with the Government of Belgium in partnership with the International Road Transport Union.

The proceedings of the 2012 Forum were published jointly with the Organization for Security and Cooperation in Europe in 2013. (http://www.unece.org/transport/resources/publications/transport-security/2013/2012-inland-transport-forum-proceedings/doc.html). The proceedings consist of a collection of papers on various aspects of inland transport security written by distinguished experts from the public and private sector organizations.

Rail Security

In October 2013, the Working Party on Rail Transport organized a workshop on rail security. The workshop took stock of the results and activities of the different initiatives on rail security taken by a variety of international organizations as well as of Governments' experience, good practices and collaboration on the development of safe rail transport operations. The workshop concluded in recommendations that linked all existing initiatives, which are all equally essential for the development of safe rail transport.

Challenges for 2014 and Beyond

Road Safety

Two new WP.1 expert groups on improving safety at level crossings and on road signs and signals were formally endorsed by the UNECE Executive Committee. They will commence their work and meetings in early 2014.

International Transport Standards and Legal Structure

Currently, the most pressing issue is reconciling the broader challenges of the AETR Agreement. AETR Contracting Parties have demonstrated a desire to solve the problems related to the Agreement, including its complex relationship with the European Union legal regime. While actions taken during the course of 2013 to address the issues relating to the AETR and the digital tachograph have been constructive, further efforts on the part of the secretariat and strong political impetus are essential to reach consensus on the amendment proposals and achievement of the Expert Group's mandate.

Rail Transport

In the field of rail transport, the major challenge will be to make rapid progress on the negotiation of a new unified railway law system, based on the Joint Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law, adopted in February 2013 by 37 UNECE member States.

TIR Convention

The main challenge with the TIR Convention at this stage and for coming months will be to restore the smooth implementation of the TIR procedure in the Russian Federation as soon as possible. At the time of writing this report, this principally entails supporting and promoting compromise solutions to the on-going internal disagreements, insulating – as much as possible – the TIR system from the de-stabilizing effect of the crisis on other Contracting Parties until it is solved. Additionally, we are challenged to ensure by any diplomatic means available that there will be a functioning guaranteeing association in the Russian Federation as of 1 December.

Further to this, the crisis has revealed the requirement to introduce certain amendments, which are currently under discussion, to the TIR Convention. Particular focus will need to be on the need for effective and timely communication of new control measures and on the role and responsibilities of the TIR intergovernmental bodies in such situations so as to avoid similar crises in the future.

Most importantly, this crisis has reviled a need to review the ways the guarantee chain covers its liabilities, the terms of guarantee agreements between Customs and national associations, as well as

the possibilities to authorize multiple guarantors in one territory. These are all are all very complex issues which should to be re-examined in light of the new needs and demands as this crisis has revealed.

Last but not least, the way to best utilize and legally frame the use of new technologies and electronic data interchange will be pivotal for the continued success of the TIR system in years to come.

Transport, Health and Environment

The 4th High-level Meeting on Transport, Health and Environment (Paris, 14-16 April 2014) will review all activities of THE PEP during the past 5 years. The Declaration to be adopted at the Paris Meeting should provide a new impetus to THE PEP and renew the mandate and resources for its activities until 2019 focusing on sustainable urban mobility choices with an emphasis on the health and environmental benefits of walking and cycling. The main challenge is to keep the political momentum of these unique tri-lateral, inter-sectorial and inter-governmental activities and to maintain the required budgetary, extra-budgetary and in-kind resources to sustain the pan-European dimension of THE PEP.

Inland Water Transport

In the field of inland water transport, the major challenge will be to finalize in 2014 or early 2015 the CEVNI 5 which should then constitute the pan-European framework for all navigational rules applicable at internationally navigable rivers and canals, such as the Danube, Mosel, Rhine and Sava. Efficient implementation and amendment procedures for CEVNI 5 will need to be created and set up in 2014 to streamline the work of the different international organizations and River Commissions in this field and to ensure a continuity of harmonized pan-European nautical rules in inland water transport.

Transport of Dangerous goods

The major challenge for the Working Party on the Transport of Dangerous Goods in 2014 will be the finalization and consolidation of the sets of amendments to ADR and ADN adopted since 2012. It is important that this happen in 2014, as the intent is to have these amendments accepted by Contracting Parties and in effect by 1 January 2015. The secretariat will have to issue consolidated editions of ADR 2015 and ADN 2015 before then.

The Working Party will continue its work on updating ADR, ADN and RID in the perspective of the 2017 amendments in the light of new demands of modern transport systems and new challenges with safety, security or protection of environment challenges and risk assessment. The Working Party will also continue current work on the use of telematics, the development of an accident database as well as the prevention of Boiling Liquid Expanding Vapour Explosion (BLEVE) accidents.

The ADN Safety Committee will continue its work on a number of outstanding issues, notably the carriage of liquefied natural gas in tank vessels, polluting properties of heavy fuel oils, protection against explosion on tank vessels

The ECOSOC Committee will strive to work in partnership with other bodies and organizations to ensure that its recommendations are taken into account in the relevant international legal instruments. 2014 will be the second year of its biennial working cycle and its two sub-committees (TDG and GHS) will have to conclude on all items included in their programme of work such as transport of electric storage systems, universal recognition of UN and non-UN pressure receptacles, classification of desensitized explosives, classification criteria for pyrophoric gases, oxidizing solids, corrosive

substances, water-reactive substances, review of test methods for classification of explosives and organic peroxides, review of packing instructions for explosives, dust explosion hazards, nanomaterial, and so on.

Harmonization of Vehicle Regulations

The world Forum WP.29 will continue to develop and update UN Regulations annexed to the 1958 Agreement and UN Global Technical Regulations in the framework of the 1998 Agreement.

Under the 1958 Agreement, the World Forum will consider in 2014, the introduction of the International Whole Vehicle Type Approval (IWVTA) in the text of the Agreement to allow the mutual recognition of the completed type-approved vehicles. A new UN Regulation No. 0 will be developed as a definitive list of which UN Regulations should be mandatory for the IWVTA. The regulation is numbered 0 because, as it is meant to define which regulations are required for IWVTA, it must come before all other regulations. It is expected that in a first phase, focussing in passenger vehicles, around 60 UN Regulations will be made mandatory.

In addition to the new UN Regulation 0, several new UN Regulations shall be developed. Additionally, a revision of the 1958 Agreement will be considered to introduce the IWVTA concept. The Revised Agreement will incorporate several levels of stringency to allow developing economies to apply IWVTA at lower levels as a first step, with the understanding that they will move to the higher levels as time goes on. The development of an electronic data base for the communication of the more than 30,000 type approvals granted per year will also be incorporated in the revised agreement.

In addition to the work related to IWVTA the World Forum WP.29 will annex to the 1958 Agreement in 2014 new UN Regulations on: installation of tires, automatic coupling devices, pole side impact, hydrogen and fuel-cell vehicles, and automatic emergency call systems for the purposes of the type approval of vehicles in conformity with the prescriptions of the UN Regulation. Regarding current UN Regulations, it is expected to totally revise the UN Regulation on protection against frontal impacts as well as the introduction of more strength noise limits for motor vehicle, including motorcycles.

In the framework of the 1998 Global Agreement, it is expected to adopt several new UN Global Technical Regulations (UN GTRs) on tires, Worldwide Harmonized Light vehicle test Procedures (most common cycle for gaseous emissions and CO_2), Electric Vehicles Safety, Quite Road Transport Vehicles, and on Vehicle to Vehicle Communication.

Work will continue in the update of the following UN GTRs: Motorcycle Emissions, Motorcycle Braking, Heavy-Duty Hybrid Vehicles, Head Restraints, Pedestrian Safety, Hydrogen and Fuel Cell Vehicles, Vehicle Crash Compatibility, Harmonization of Side Impact Dummies, Electric Vehicles and the Environment.

Regarding the 1997 Agreement on Periodical Technical Inspection (PTI) of vehicles in service, the World Forum will update the two UN Rules annexed to it, on emissions and on safety provisions, to strength their requirements.