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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-sixth session

Geneva, 25–27 February 2014

Item 10 of the provisional agenda

**Approval of the biennial evaluation of the Committee's work 2012–2013**

### **Biennial evaluation of Transport subprogramme**

### **Programme performance assessment for 2012–2013**

#### **Note by the secretariat**

#### *Summary*

This document provides an overview of the performance assessment of the transport subprogramme and is drawn up in line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations and the plan for the biennial performance assessment which the Inland Transport Committee (ITC) adopted at its seventy-fourth session in 2012.

The Committee may wish to consider and adopt this assessment.

The following clusters of activities make up the UNECE's subprogramme on Transport:

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| <i>Cluster No.</i> | <i>Subprogramme: 02 Transport</i>  |
|--------------------|--|
| 1.                 | Overall coordination (Inland Transport Committee and Bureau)                                 |
| 2.                 | Transport trends and economics (including Euro-Asian transport links)                        |
| 3.                 | Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS) |
| 4.                 | Rail transport (Trans-European network for rail (TER) Project)                               |
| 5.                 | Inland waterway transport  |
| 6.                 | Intermodal transport and logistics   |
| 7.                 | Customs questions affecting Transport  |
| 8.                 | Transport, Health and Environment Pan-European programme (THE PEP)                           |
| 9.                 | Transport of dangerous goods (UNECE)   |
| 10.                | Transport of dangerous goods (ECOSOC)  |
| 11.                | Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)  |
| 12.                | Transport of perishable foodstuffs   |
| 13.                | Transport statistics   |
| 14.                | Road transport and Trans-European north-south motorway (TEM) project                         |
| 15.                | Road traffic safety  |

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## **Cluster 1**

### **Overall coordination (Inland Transport Committee and Bureau)**

#### **A. Expected accomplishment (EA 1.)**

1. Successful holding of the annual meetings of the ITC and its Bureau as well as of those of the ITC Chair and Vice-Chairs with the Executive Committee (EXCOM).

#### **B. Indicators of achievement**

##### **1. Number of member States participating in the ITC meetings (IA 1)**

*Performance measures:*

Baseline 2011: **35 + 18 IGO/NGO, average 130 participants**

Target 2012–2013: 40 + 18 IGO/NGO, average 125 participants

**Actual performance: 2012–2013: 40 (37 in 2012 and 43 in 2013) + 13 IGO/NGO, average 165 participants**

#### **C. Performance assessment**

2. The ITC held two sessions, as well as four sessions of its Bureau.
3. More than 145 delegates from 37 countries and 14 intergovernmental and nongovernmental organizations attended the seventy-fourth session. The session had a high level policy segment on “Intelligent Mobility – thinking about tomorrow’s transport”. Participants agreed that Intelligent Transport Systems (ITS) can contribute to solving many of today’s transport problems, such as lack of infrastructures, environmental concerns, the global road safety crisis, financing, leapfrogging and interoperability. They therefore worked to identify policy recommendations to better exploit the potential of the ITS for national and international transport. The Committee and its Bureau considered the session successfully organized and had achieved expected results. It contributed to the promotion of international cooperation, development and facilitation of international transport and trade, while at the same time reinforced the relevance, importance and visibility of the Committee as the consultative forum of member countries, international organisations and the secretariat.
4. The seventy-fifth session, which was attended by about 186 participants from 43 countries and 12 related intergovernmental and nongovernmental organizations, welcomed the organization of the second Ministerial meeting on Euro-Asian Transport Links (EATL). The ITC welcomed the Joint Statement on Future Development of Euro-Asian Transport Links was signed by Ministers and other high-level heads of delegations from thirty two countries and approved the results of Phase II of the EATL Project.
5. The Chairs of the Committee’s subsidiary bodies and Administrative Committees of UNECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-fourth session of the Committee attended the second meeting of the Chairs of the Committee’s subsidiary bodies. The meeting focused on the review of the

UNECE reform, as well as on issues relating to strengthening cooperation, synergy and interdependence, and sharing experiences.

6. The third meeting of the Chairs of the Committee's subsidiary bodies took place in 2013, during the seventy-fifth session of ITC. The meeting discussed: the decision-making process for global legal instruments in the framework of the working parties; access to legal instruments by non-UNECE member states; and the ECE Reform Review. The meeting allowed government participants to discuss ways to strengthen cooperation and address common challenges, including the global use of UN conventions administered by UNECE.

7. The targeted number of member States attending the annual sessions was exceeded both in 2012 and in 2013.

#### **D. Lessons learned/areas needing improvement**

8. The ITC sessions organized in policy-oriented, technical and reporting segments, made ITC sessions more efficient and appealing to a higher level and a larger number of participants from ECE members States and international organizations. The policy segment has become a regular feature of the Committee's sessions and linked to specific themes, proved to be highly relevant and timely for a larger constituency. It is expected to attract even higher numbers of senior participants. To further increase the visibility and impact of the Committee, future sessions need to attract the highest possible level of participation from member States.

## **Cluster 2.a. Transport trends and economics (including Euro-Asian transport links)**

### **A. Expected accomplishment (EA 2.1)**

9. Better understanding by member States of the main transport trends and developments in the ECE region as well as strengthened cooperation on the development of Euro-Asian transport links

### **B. Indicators of achievement**

#### **1. Number of countries participating in meetings of the Working Party and Expert Group meetings (IA 2.1 (a))**

*Performance measures:*

Baseline 2011: 32

Target: 2012–2013: 35

**Actual performance 2012-2013: 46 (19 in 2012 and 27 in 2013)**

#### **2. Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted (IA 2.1 (b))**

*Performance measures:*

Baseline 2011: –

Target: 2012–2013: 75 per cent positive

**Actual performance: 2012–2013: 100 per cent of delegates participating at the survey were very satisfied**

### **C. Performance assessment**

10. The main target for the Working Party on Transport Trends and Economics (WP.5) and the secretariat for the 2012 -2013 period were to revitalize work done by the working party and to increase the number of participating countries by introducing attractive new agenda items with substance. Work undertaken by WP.5 is very challenging because it does not serve any agreement and also because subjects dealt with by the working party can come from the entire spectrum of transport-related topics. The first strategic issue that was introduced to WP.5 was the transformation of the transport trends and economics formal document into an annual publication. This brought about an increase in countries' participation of 73 per cent: previously, an average of 10 countries participated in the relevant questionnaire of transport trends, whereas for the publication 37 countries participated in 2012 and 33 countries in 2013. The number of country replies demonstrated its success. In addition, there was an increase of 50 per cent in country participation at the WP5 session. On average, over the last decade 10 countries participated in WP.5 meetings. By contrast, 19 countries and several international organizations participated in the 2012 session, and 27 countries in the 2013 session. The target for the 2012-2013 period was 35

countries – without counting IGOs and NGOs. Actual performance reached 46 countries, exceeding the target by 24 per cent.

11. The second strategic decision was the organization of a workshop back to back with the working party. In 2012, the workshop was dedicated to Urban Transport and mobility and in 2013 to Transport infrastructure financing. Both workshops were very successful, not only because they boosted country participation in WP.5, but also because they introduced new agenda items that had not been dealt with before such as urban transport and mobility. In addition, during the 2013 session a second workshop was organised on ports hinterland connections where a specific project was presented.

12. The years 2012 and 2013 were very demanding for the group of experts for climate change impact and adaptation to international transport networks. Four meetings of the group took place (3 in 2012 and 1 in 2013) and an international conference was organised in Greece. Experts from all over the world contributed with their experience to a comprehensive final report by Governments. Many international organizations, including the European Commission and UN bodies such as UNFCCC, UNCTAD and WMO, participated in all meetings. The final report of the Group is published as a UNECE publication and is meant to raise awareness of the importance of climate change adaptation. It also provides a set of best and good practices for adaptation measures.

#### **D. Lessons learned/areas needing improvement**

13. The agenda of the group was considerably strengthened. Transport trends have become the focus of the group. The role of different international organizations such as The International Road Transport Union (IRU) and **International Union of Railways (UIC)** that participated for the first time, has been changed and upgraded. WP.5 is being transformed to achieve its main purpose which is to be the analytical body and the think tank for inland transport.

### **Cluster 2.b.**

#### **Transport trends and economics - Euro-Asian transport links**

##### **A. Expected accomplishment (EA 2.b.)**

14. Strengthened cooperation on the development of Euro-Asian transport links.

##### **B. Indicators of achievement**

###### **1. Progress made in the establishment of a mechanism for cooperation for development of Euro-Asian Transport Links (EATL) (IA 2.b. (a))**

*Performance measures:*

Baseline 2011: Group of Experts on EATL established

Target: 2012–2013: successful completion of phase II of the project

**Actual performance 2012-2013: Phase II of the project was completed successfully and phase III started.**

### **C. Performance assessment**

15. The Second EATL Ministerial Meeting took place on 26 February 2013 and marked the conclusion of the phase II of the project as well as the launch of the EATL Phase III (2013-15). During phase II of the project coordinated planning and development of efficient, safe and secure inland Euro-Asian transport links has been ensured through evaluation and prioritization of infrastructure projects along main Euro-Asian transport routes. The Group acted as a forum to strengthen national capacities to facilitate international transport and transit and to share experiences and best practices of countries involved in the project. At the same time, the Group finalised the EATL Report for Phase II. Intergovernmental organisations such as OSCE participated actively in the work and sponsored certain events.

16. The Group identified 404 priority projects worth 271 billion USD, of which 311 are located along EATL routes.

17. A GIS application was finalised for the EATL region and each country involved in the project, which will soon be made freely available on the Internet. Analytical work on non-physical obstacles to transport along the Euro-Asian Transport routes showed long waiting times at border crossing points as one of the major problems. There are also long delays for veterinary, phyto-sanitary, passport, transit, visa and other controls.

18. The Strengths-Weaknesses-Opportunities-Threats (SWOT) study confirmed the need to enhance coordination and cooperation among all EATL countries aimed at developing priority transport infrastructure and facilitating transport and transit.

19. A comparison study of existing Euro-Asian maritime routes with selected rail routes showed that in five out of the nine scenarios considered, rail transport performs better than maritime for both the cost and time dimensions. In all nine scenarios, rail transport performs better than maritime concerning travelling time.

### **D. Lessons learned/areas needing improvement**

20. The Group of Experts during phase III should work closely with international financial institutions and other donors. Co-financing needs to be further advanced in order to enable the development of transport infrastructure and facilitation of international transport in Europe and Asia. In the new Phase III, it is imperative to make operational the identified nine road and nine rail EATL routes and proceed from general to concrete activities according to the plan of work adopted by the EATL Expert Group in September 2013.

## **Cluster 3**

### **Harmonization of vehicle regulations**

#### **A. Expected accomplishment (EA 3.)**

21. Establishment of new and amendment of current vehicle regulations to make vehicles safer and more environmentally friendly

#### **B. Indicators of achievement**

##### **1. Adoption of new vehicle regulations and rules and adoption of amendments to them (IA 3. (a))**

*Performance measures:*

Baseline 2011: 228 amendments and new regulations

Target 2012–2013: 130 amendments and new regulations

**Actual performance 2012-2013: 214 amendments and new regulations adopted until June 2013 and expectations for the November 2013 session**

##### **2. Publication on helmets for motorcycles and a brochure on Child Restraint Systems (CRS) (IA 3. (b))**

*Performance measures:*

Baseline 2011: 1 publication

Target 2012–2013: 2 publications (helmets and CRS)

**Actual performance 2012-2013: 1 Publication on WP.29**

#### **C. Performance assessment**

22. The World Forum for Harmonization of Vehicle Regulations (WP.29) continued to update the set of vehicle regulations in the framework of the 1958 and 1998 Agreement. 7 new United Nations Regulations annexed to the 1958 Agreement were adopted during the biennium, aimed at improving vehicles' safety and their environmental performance. The new UN Regulation on Pedestrian Safety aims at decreasing the severity of injuries to pedestrians in the case of being run over. The new UN Regulation on Light Emitting Diode allows the use of this technology, thus resulting in a better lighting for drivers and other road users. The new UN Regulation on Enhanced Child Restraint systems provides better protection for children in the event of, not only a frontal impact, but also lateral and rear impacts. The new UN Regulation on Lane Departure Warning Systems alerts the driver if the vehicle is leaving the lane. The new UN Regulation on Advanced Emergency Braking Systems warns the driver if there is an obstacle on the road and, in case of a lack of reaction by the driver, the vehicle brakes to avoid or mitigate the impact with the obstacle. The UN Regulation on Retrofit Emissions Control Devices for heavy duty vehicles, agricultural and forestry tractors and non-road mobile machinery equipped with compression ignition engines aims at reducing the emissions of the above-mentioned vehicles in use. Finally, the new UN Regulation on recyclability of motor vehicles imposes that 85 per cent of the total

mass of vehicles be reusable (i.e. that components of end-of life vehicles are used for the same purpose for which they were conceived) and/or recyclable (i.e. reprocessed in a production process of waste materials for the original purpose or for other purposes but excluding energy recovery). Also the regulation states that 95 per cent of their total mass shall be reusable and/or recoverable (i.e. reprocessed in a production process of the waste materials for the original purpose or for other purposes, together with processing as a means of generating energy). In addition 2 new UN Global Technical Regulations (UN GTRs) were also adopted. UN GTR on Global Technical Regulation establishes safety requirements for hydrogen and fuel cell vehicles and UN GTR on Pole Side Impact will significantly improve the safety of motor vehicles' occupants in the event of an impact against pole size objects (i.e. telegraph poles, signposts and trees). This last regulation complements the existing vehicle regulations on the protection of vehicles' occupants in the event of a lateral vehicle – vehicle impact.

23. In addition to these new regulations, the World Forum adopted 181 amendments to existing regulations bringing them to the highest technological level and introducing more severe limits increasing both the safety and environmental performance of vehicles.

24. World Forum WP.29 also adopted 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.

25. WP.29 also approved the principles setting harmonized minimum requirements for design and control of Advanced Driver Assistance Systems. These principles, which are included in the Consolidated Resolution on the Construction of Vehicles (R.E.3), shall be taken into consideration when provisions on Intelligent Transport Systems, designed to assist drivers will be incorporated into the regulations developed by the World Forum.

26. The World Forum initiated the development of an International Whole Vehicle Type Approval (IWVTA) system in the framework of the 1958 Agreement for the worldwide mutual recognition of type approved vehicles. This development implies the Revision of the 1958 Agreement to include the IWVTA. In addition, the revised 1958 Agreement will incorporate new provisions to make it more attractive for emerging economies allowing the type approval of vehicles and systems in conformity with previous versions of the UN Regulations.

#### **D. Lessons learned/areas needing improvement**

27. Performance during the biennium exceeded expectations, due to the accelerated development of new vehicle technologies and the need to urgently incorporate these technologies into the existing system of regulations. The preparation by the secretariat of needed amendments and new regulations, jointly with the high technical level of the documentation, confirms that only specialized staff can perform this task. The reinforcement of the professional staff of the WP.29 secretariat, decided by EXCOM, will help to respond to the request of the World Forum and its six Subsidiary Working Parties for the development of new and increasingly technically complex vehicle regulations. The possible application of previous versions of the UN Regulations will require the preparation of consolidated texts of the different versions of the UN Regulations, which will imply more technical and administrative tasks, especially for the General Service staff of the Section.

## **Cluster 4.a. Rail transport**

### **A. Expected accomplishment (EA 4.a.)**

28. Better understanding of rail transport operations and policies in the region, including infrastructure, border crossing, interoperability issues, and monitoring and updating of relevant legal instruments, as well as enhanced cooperation of UNECE countries in addressing them

### **B. Indicators of achievement**

- 1. Number of countries, IGOs and NGOs participating in the annual meeting of the Working Party on Rail Transport and level of satisfaction as expressed in surveys (IA 4.a. (a))**

*Performance measures:*

Baseline 2011: 26

Target: 2012–2013: 30

**Actual performance 2012-2013: 80**

- 2. Number of amendments to the European Agreement on Main International Railway Lines (AGC) as well as updated and amended lines in its Annex I which the Working Party has put in effect (IA 4.a. (b))**

*Performance measures:*

Baseline 2011: 1

Target: 2012–2013: 1

**Actual performance 2012-2013: 0**

- 3. Number of thematic workshops/seminars/themes organized and number of participants (IA 4.a. (b))**

*Performance measures:*

Baseline 2011: 2

Target: 2012–2013: 2

**Actual performance 2012-2013: 2**

### **C. Performance assessment**

29. The main target for the 2012 -2013 biennium for the Working Party on rail transport (SC.2) and the secretariat was to revitalize the work done by the working party, increase the number of participating countries by introducing new and attractive agenda items with substance. During the 2012 – 2013 period, the number of countries participating at the session of the working party increased by 50 per cent (on average over the last decade, 10

countries participated at the sessions of SC.2 and in 2012 – 2013 period 39 countries participated). The target for the number of countries, IGOs and NGOs participating in the annual meeting of the Working Party on Rail Transport for 2012- 2013 were 30 and finally 80 participated, an increase of 62 per cent. The number of participants also increased by 50 per cent (on average over the last decade there were about 35 participants at the sessions of SC.2, whereas there were 70 in 2012 and 53 in 2013). Six new, more attractive agenda items were incorporated, namely financing of railways infrastructure, high speed trains, intelligent transport systems, railway reform, rail review publication, climate change and railways. In addition, other, traditional agenda items were revitalized and improved, such as:

- (a) rail security,
- (b) productivity in rail transport, the indicators were produced by the secretariat by using, for the first time, maps and introducing a questionnaire to collect data directly from the Governments instead of using only UIC data;
- (c) Facilitation of rail border crossings and implementation of Annex 9. The proposal to create an action plan that will monitor the implementation of Annex 9 was warmly welcomed by the governments.

Relations with the European Commission were strengthened, in particular with the preparation, for the first time, of an informal document regarding EU's activities in rail transport. This initiative was warmly welcomed by EU representative who also contributed to the preparation of the document.

30. Furthermore, the work on the Unified Railway Law is very demanding and of strategic importance to the Transport Division and for railways in general. The working party prepared, with the help of the group of experts, the joint declaration towards the unified railway law. Thirty-Seven Ministers signed the declaration during the last session of the Inland Transport Committee in February 2013.

31. Two workshops organised back to back with the sessions of SC.2 in 2012 and 2013,. The first workshop in the 2012 session was dedicated to railways financing and PPP schemes. This workshop, based on participants' and countries' feedback, was a success since participants came up with concrete conclusions and recommendations that were announced the next day at the SC.2 session by the General Director of CER. As a result, the decision was taken that the Working Party should work more on this subject. The second workshop during the 2013 session was dedicated to rail security. Again this workshop and its proposed recommendations for action were well received by all participants and concrete actions have been requested of the secretariat for the session of 2014. The target of the two workshops was achieved.

32. The Chairman and Vice Chairman of the WP, as well as several participants complimented the secretariat, on the work done so far and the revitalization that is taking place.

33. Regarding the AGC administrative Committee, its preparation and the target of one amendment that was not achieved the following should be reported:

- (a) The AGC agreement is a railways infrastructure agreement and amendments to such agreement are difficult to agree upon;
- (b) Two amendment proposals were discussed during the last two sessions. The first concerns the realignment of rail and combined transport links between Denmark, Germany and Sweden. The second concerned conformity with EU Technical Specifications (TSI). No decisions have been taken yet;

(c) The secretariat has taken several actions to promote the agreement and attract new contracting parties by participating to several workshops / seminars and presenting the agreement by preparing comparison maps that show which countries are members of the AGC and AGTC agreements, and which ones are members of the TER and EATL projects so as to target the countries that are not members of AGC.

#### **D. Lessons learned/areas needing improvement**

34. The lessons learned for the work done during the 2012 – 2013 period are the following:

- Timely and efficient organization and servicing of the annual session of the Working Party as well as its Group of Experts.
- Continuous cooperation with representatives from participating delegations, ensuring their involvement in the work and listening to their requirements;
- High-quality and substantive Agenda, documents and reports submitted on time;
- Execution of all mandated activities and implementation of the programme of work to the satisfaction of governments;
- Meetings should be held efficiently, timely and without complaints from Governments;
- Meeting documents are prepared in time at high quality;
- Meeting reports are prepared by four weeks after the meeting;
- Efficient follow up ensured;
- Successful joint activities with the relevant organizations such as CIT, OTIF and UIC

#### **Cluster 4.b. Trans-European network for rail (TER) Project**

##### **A. Expected accomplishment (EA 4.b.)**

35. Increased capacity of ECE countries participating in the TER project.

##### **B. Indicators of achievement**

###### **1. Number of ECE countries participating in TER project. (IA 3/6 (a))**

*Performance measures:*

Baseline 2011: 19 countries

Target 2012–2013: 20 countries

**Actual performance 2012–2013: 14 countries**

### **C. Performance assessment**

36. The performance measures of 2011 (19 countries) cannot be compared with the actual performance in the 2012 – 2013 period simply because they are referring to different indicators. The 2011 indicator refers to the number of countries participating in the revision of the Master Plan of the project which was a stand-alone project for the period 2010 – 2011. The actual performance of the period 2012 – 2013 refers to the number of countries that participated in the meetings of the project. For the future, the secretariat is planning to introduce two indicators for the project which are very clear and distinct: (a) absolute number of countries participating at the steering committee meetings during the period under evaluation, and (b) absolute number of countries paying their contribution to the project for each year of the period under evaluation.

37. During the period under evaluation the cooperation between the TER project and the working party on rail transport was strengthened. Special focus was given to the development of a master plan for high speed trains for the TER and the ECE region. An agreement was achieved regarding the methodology that is going to be used and the activities that it should be followed.

38. Furthermore the Steering Committee held in Geneva in October 2013 was very important for the TER project since a very successful period closed under Mr Meelich's project management and a new is about to begin. The project has the privilege to have as new project manager an experienced diplomat specialized in railways, Mr Bessonov, in-kind offer by the Government of the Russian Federation. Also there is a new deputy project manager, a senior expert on railways, Mr Zimmer, in-kind offer by the Austrian Government.

39. A new work plan for the year 2014 is being prepared that will deliver projects with substance and concrete results that will be appreciated by the governments participating in the project.

### **D. Lessons learned/areas needing improvement**

40. Close cooperation with participating member countries and support from major international financial organizations as well as railway undertakings in TER member countries is crucial in order to accomplish investment plans and prioritized projects identified by the TER Revised master Plan. There is a need for revitalizing the project and provide new, added value activities and projects that would attract existing and new Governments. The new project manager and deputy project manager have a crucial role to play towards this strategic objective.

## **Cluster 5**

### **Inland waterway transport**

#### **A. Expected accomplishment (EA 5.)**

41. An improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region

#### **B. Indicators of achievement**

##### **1. Promotion of the second edition of the UNECE Blue Book and, on this basis, update the AGN Agreement and other relevant UNECE instruments (IA 5. (a))**

*Performance measures:*

Baseline 2011: Adoption of the second edition of UNECE Blue Book

Target 2012–2013: Adoption of amendments to the AGN and related UNECE legal instruments on transport infrastructure, such as Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

**Actual performance 2012–2013:**

(a) **Second revised edition of the Blue Book was published in November 2012. An on-line database on the E Waterway Network, based on data in the Blue Book was made operational.**

(b) **Amendments to the AGN pursuant to the revised edition of the Blue Book were adopted by SC.3 in 2012. 3 Depository Notifications were issued on 8 January, 15 July and 7 August 2013.**

(c) **Amendments to Resolution No. 49 “Inventory of most important bottlenecks and missing links in the E Waterway Network” were adopted by SC.3 in 2012 and revised Resolution No. 49 was published.**

(d) **UNECE Working Party on Intermodal Transport and Logistics (WP.24) was invited to revise annexes I and II of the Protocol to AGTC to bring them in line with the revised AGN.**

##### **2. Preparation of the next revision of CEVNI taking account of information on its application in member States and by River Commissions (IA 5. (b))**

*Performance measures:*

Baseline 2011: Preparation of a CEVNI Status document, presenting information on its application in member States and by River Commissions and national and regional deviations from CEVNI (Chapter 9)

Target: 2012–2013: Preparation of amendments to CEVNI with the goal to prepare its next substantive revision.

**Actual performance 2012–2013:**

(a) **Package of amendment proposals to CEVNI was adopted by SC.3 in 2012.**

(b) **Package of amendment proposals to CEVNI was adopted by SC.3 in 2013.**

(c) **Latest annual CEVNI status document was adopted by SC.3 in 2013.**

### **C. Performance assessment**

42. The Working Party on Inland Water Transport (SC.3) held two sessions and its subsidiary body - the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) - held four regular sessions.

43. The Working Party focused its activities on following up on the policy recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe, endorsed by ITC in March 2011.

44. SC.3 contributed to the coordination of the development of the E waterway network (Policy Recommendation No.1) by updating the parameters of the inland waterways and ports in the 1996 European Agreement on Main Inland Waterways of International Importance (AGN) and releasing a new edition of the UNECE Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book"). Since 2012 an on-line database on the E Waterway Network, based on data in the Blue Book, is available free of charge in English, French and Russian at the UNECE website.

45. Coordination and support measures to modernize the inland water fleet at the pan-European level (Policy Recommendation No.2) consisted in regular updates to the Pan-European standard on technical prescriptions for inland vessels (SC.3 Resolution No.61) with due regard to the existing requirements in the EU and the position of the non-EU member States.

46. Publication of the Revised Guidelines and Recommendations for River Information Services (Resolution No.57) and adoption of the revised Resolution No. 48 on "Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS)" were a major contribution to promoting the use of RIS and other information communication technologies (ICT) in inland navigation (Policy Recommendation No.3). The revised resolution No.48 is now the basis for the EU Regulations No 909/2013 on Inland ECDIS.

47. SC.3 progressed in the implementation of Policy Recommendation No.4 (Respond effectively to new market requirements) by intensifying its cooperation with the UNECE Working Party on Intermodal Transport and Logistics (WP.24). The implementation of Policy Recommendation No.4 (Address the labour market challenge at the pan-European level) consisted in setting up an Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation.

48. To tackle environmental challenges and the carbon footprint of inland Water Transport (Policy Recommendation No.6), SC.3 initiated the revision of the Chapter 10 of the European Code for Inland Waterways (CEVNI) on "Prevention of pollution of water and disposal of waste occurring on board vessels". SC.3 experts also contributed to the relevant UNECE studies, such as the UNECE Discussion Paper on Diesel engine exhausts.

49. Finally, the on-going intensive work on the revision of CEVNI – the pan-European rules of the road for inland navigation – will result in the adoption of the fifth edition of the Code. This will increase the transparency and the degree of harmonization of the inland navigation rules in the UNECE region and reinforce the institutional and regulatory framework at pan-European level (Policy Recommendation No.7).

50. During this period, SC.3 issued five official publications including Inventory of Main Standards and Parameters of the E Waterway Network, Revised Inventory of most important bottlenecks and missing links in the E Waterway Network ( Resolution No. 49), Revised Guidelines and Recommendations for River Information Services (Resolution No.57), Revised Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS) (Resolution No.48) and the International Certificate for Operators of Pleasure Craft - Resolution No. 40, third edition).

#### **D. Lessons learned/areas needing improvement**

51. As stated in the previous edition of this report, UNECE work in the area of inland navigation retains its solid value added for UNECE member States, providing the only forum for policy, legal and technical issues at the pan-European level. This includes all River Commissions in Europe. The diversity of the UNECE instruments on inland navigation reflects the high number of existing impediments to the efficient and sustainable operations of this under-used mode of transport. UNECE agreements and resolutions offer practical solutions to most of these impediments. Increasingly, more attention is given to monitoring and facilitating the implementation of these instruments through using new reporting mechanisms - such as the annual report on the implementation of CEVNI. Constant efforts are made to avoid duplication with the work done by River Commissions and international expert groups and to promote and add value to their work.

52. Regular meetings as well as consultations and, as much as possible, joint activities with the European Commission and River Commissions are crucial for continuing and strengthening the activities of SC.3. Moreover, some very technical areas (professional requirements in inland navigation, technical prescriptions for inland vessels and environmental aspects of inland navigation) would strongly benefit from contributions by national and international experts and, thus, would require budget for consultancies. It is, therefore essential to dedicate sufficient resources to this work and further streamline and focus the activities of UNECE in the area of inland water transport.

## **Cluster 6.a.**

### **Intermodal transport and logistics**

#### **A. Expected accomplishment (EA 6.a.)**

53. Better understanding of sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices. This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) Amendment and its Protocol).

#### **B. Indicators of achievement**

##### **1. Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24) (EA 6.a. (a))**

*Performance measures:*

Baseline 2011: 35 countries

Target: 2012–2013: 25 countries

**Actual performance 2012-2013: 30**

##### **2. Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol (EA 6.a. (b))**

*Performance measures:*

Baseline 2011: 2 amendments

Target 2012–2013: 1 amendment

**Actual performance 2012–2013: 0**

##### **3. Review and update of the IMO/ILO/UNECE guidelines for packing of cargo in intermodal transport units (EA 6.a. (c))**

*Performance measures:*

Completion target: 2013.

**Actual performance 2012–2013: Completed**

## **Cluster 6.b.**

### **Intermodal transport and logistics**

#### **A. Expected accomplishment (EA 6.b.)**

54. Better understanding of sustainable intermodal transport and logistics operations and policies in the region, including enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices. This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (AGTC Amendment and its Protocol).

#### **B. Indicators of achievement**

##### **1. Number of new Contracting Parties to the AGTC Agreement and its Protocol (IA 6.b.)**

*Performance measures:*

Baseline 2011: 3 Contracting parties

Target 2012–2013: 3

**Actual performance 2012–2013: 0**

#### **C. Performance assessment**

55. The Working Party on Intermodal Transport and Logistics (WP.24) held two regular sessions in addition to three informal expert group meetings/workshops as part of its annual theme discussions that began as part of its road map on future work and operations adopted in 2009 (ECE/TRANS/WP.24/125, para. 21) and approved by the ITC in 2010. The expert groups composed of volunteers, preparing and following-up on the annual theme of the Working Party worked effectively and contributed to an interesting and focused debate.

56. While the targeted number of countries, IGOs and NGOs attending the sessions of the Working Party was achieved, it had not been possible to make progress on the preparation and adoption of amendment proposals to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) due to lack of contributions and agreements from Contracting States to relevant secretariat proposals. This included amendments to update and extend the AGTC network as well as to review the performance standards and benchmarks of the AGTC and its Protocol on inland water transport. Similarly, it had not been possible to increase the number of new Contracting Parties to the AGTC Agreement. Apparently, all UNECE member countries promoting intermodal transport by rail and inland water have already signed up to these legal instruments.

57. Considerable efforts have been made to complete, in cooperation with ILO and IMO, the existing guidelines for packing of cargo in intermodal transport units. Four sessions of a joint group of experts were held that completed its work in November 2013 and finalized the so-called Code of Practice for Packing of Cargo Transport Units (CTU Code) for endorsement by competent organs of UNECE, IMO and ILO during 2014.

**D. Lessons learned/areas needing improvement**

58. The new concept and the thematic approach of WP.24 adopted in 2010 have contributed considerably to better prepared and focused annual sessions. However, the creation, preparation of documentation and the moderation of the newly created expert groups and workshops have led to a considerable amount of additional workload by the secretariat.

59. The review of technical parameters of the AGTC and its Protocol, for which the Working Party serves as Administrative Committee, continues to be difficult to undertake due to the lack of required expertise and the lack of Governmental input. The secretariat has prepared documentation on the extension/update of the AGTC network and on a review of new technical benchmarks and expects to work with experts of member States and NGOs to bring these treaties in line with the required modern requirements in rail and intermodal transport.

## **Cluster 7.a.**

### **Customs questions affecting transport**

#### **A. Expected accomplishment (EA 7.a.)**

60. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.

#### **B. Indicators of achievement**

- 1. Number of countries and participants in the Working Party on Customs Questions affecting Transport (WP.30) and the Administrative Committee for the TIR Convention (AC.2) and expert group meetings (IA 7.a. (a))**

*Performance measures:*

Baseline 2011: 56 countries and Contracting Parties, 900 participants

Target 2012–2013: 58 countries, 900 participants

**Actual performance 2012–2013: 53 countries, 400 delegations, 1,050 participants**

- 2. Number of new amendments adopted and/or discussed, and number of new Contracting Parties (IA 7.a. (b))**

*Performance measures:*

Baseline 2011: 4 amendments adopted and/or discussed, 2 new Contracting Parties

Target 2012–2013: 3 amendments, 3 new Contracting Parties

**Actual performance 2012–2013: 7 amendments, 3 new Contracting Parties**

#### **C. Performance assessment**

61. UNECE legal instruments in the area of border crossing facilitation assist Contracting Parties to strike a delicate balance between transport and trade facilitation on the one hand, and security and revenue protection on the other. Their relevance has been confirmed by the active participation of various countries, IGO's and NGO's in both WP.30 and AC.2 meetings. The interest of countries can also be judged by the number of new Contracting Parties (three in 2012-2013) and amendments to these Conventions that entered into force and/or were discussed (seven in 2012-2013) with the objective to keep these conventions up to date with modern Customs and industry requirements. For example, amendments to the TIR Convention came into force on 13 September 2012 with a view to clearly define the responsibilities of the major players in the TIR system (Customs, operators and guarantors) in case of infringements of the TIR procedure. Another extensive package of amendment proposals came into force in October 2013 (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.

## **D. Lessons learned/areas needing improvement**

62. Landlocked developing countries are the biggest potential beneficiaries of the facilities provided by the UNECE legal instruments for border crossing facilitation. However, for financial reasons, representatives of those countries often cannot afford to participate in UNECE meetings in Geneva. Possible solutions could include the establishment of a trust fund with the assistance of the private sector and/or conducting some official meetings in these countries rather than Geneva..

63. Future challenges will include preparing of a new convention to facilitate the crossing of frontiers for passengers and baggage carried by rail to replace the outdated 1952 Convention. This new convention would respond to the current industry needs for the introduction of new EDI technologies and other innovative solutions to ensure fast border crossing procedures. The recent TIR crisis in the Russian Federation has also revealed the need to introduce further amendments to the TIR Convention which are currently under discussion. Among these amendments, particular focus is on effective and timely communication of new control measures and on the role and responsibilities of the TIR intergovernmental bodies in crisis situations so as to avoid similar crises in the future. Most importantly, a review of 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 are all very complex issues that need to be re-examined in light of 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 the years to come.

### **Cluster 7.b. Customs questions affecting transport**

#### **A. Expected accomplishment (EA 7.b.)**

64. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.

#### **B. Indicators of achievement**

##### **1. Number of surveys on the implementation of border crossing legal instruments (IA 7.b.)**

*Performance measures*

Baseline 2011: 2

Target 2012–2013: 2

**Actual performance 2012–2013: 2**

#### **C. Performance assessment**

65. Regular monitoring is indispensable to ensure the proper application of legal instruments at the national level. To this end, the major UNECE conventions on border crossing facilitation, namely the Harmonization Convention and TIR Convention, have

monitoring mechanisms included. In particular, in 2012–2013, a survey of Contracting Parties was conducted on the implementation at the national level of Annex 8 to the Harmonization Convention. The outcome was submitted to WP.30 for consideration. One more survey of TIR Contracting Parties regarding Customs claims that were raised in 2009–2012 and the TIR guarantee level is now being conducted online. The results will be submitted to the TIR Executive Board (TIRExB) and AC.2 for consideration in 2014. Therefore, it may be considered that the performance has been satisfactory. The *Handbook of Best Practices at Border Crossing - A Trade and Transport Facilitation Perspective* was published in 2012 and subsequently translated to other languages.

#### **D. Lessons learned/areas needing improvement**

66. UNECE is expected to monitor the progress in the application of the Harmonization Convention every two years. For the time being, it is done by surveying the competent authorities of the Contracting Parties. However, such information, although valuable, cannot give the full picture of the application of the Harmonization Convention on the ground. It should be complemented with data coming from private users ('clients') who are better aware of the real situation at border crossings in a particular country. Therefore, tools to collect data from the private sector should be established, including financial mechanisms.

## Cluster 8

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

#### A. Expected accomplishment (EA 8.)

67. Enhanced integration between transport, health and environment policies through exchanging experiences, good practice and capacity-building with special focus on Eastern Europe, Caucasus, Central Asia (EECCA) and South-Eastern Europe (SEE).

#### B. Indicators of achievement

##### 1. Increased engagement by member States and THE PEP focal points across the transport, health and environment sectors in THE PEP policy framework (IA 8.)

*Performance measures:*

Baseline 2011: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee

Target: 2012–2013: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee.

**Actual performance 2012–2013: 44 countries and 16 intergovernmental and non-governmental organizations; 2 capacity-building workshops (Moscow and Almaty) and 2 sessions of the Steering Committee.**

#### C. Performance assessment

69. The Third High-level Meeting on Transport, Health and Environment adopted in 2009 the Amsterdam Declaration that provided priority goals, implementation mechanisms and a work plan from 2009–2014 for the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by UNECE and WHO/Europe. THE PEP Steering Committee overseeing implementation of THE PEP held two sessions in 2012 and 2013. In 2012, a capacity building workshop was organized in Moscow (Russian Federation) and in 2013 a similar workshop as part of THE PEP relay race was held in Almaty (Kazakhstan) with a focus on sustainable and healthy urban transport. In 2013 work focused on the preparations for the 4. High-level Meeting on Transport, Environment and Health (4HLM) (Paris, 14-16 April 2014) and on negotiation of the outcome document (Paris Declaration) by means of three sessions of THE PEP Extended Bureau. A study on signs and signals for walking and cycling has been completed in English, French and Russian for publication at the 4HLM in Paris.

#### D. Lessons learned/areas needing improvement

70. Operation and management of the cross-sectoral and inter-institutional activities of THE PEP require considerable secretariat resources for coordination of work among many stakeholders, including cooperation among the three secretariats involved. The same holds true for the organization of capacity building activities requiring cooperation among (at least) the Ministries of Transport, Health and Environment of the (mainly) countries in

Eastern and Central Europe as well as in the Caucasus. Sufficient extra-budgetary funds are not available to use THE PEP Clearing House to its full capabilities and to allow it to play a pivotal role in the operation and visibility of THE PEP. In fact, no resources could be made available for a Clearing House content manager and, following transfer to a new server system and urgent IT maintenance by UNECE, the Clearing House continued in an automatic mode which was apparently not adequate to encourage regular uploading of documents by its clients.

## Cluster 9.a. Transport of Dangerous Goods (UNECE)

### A. Expected accomplishment (EA 9.a.)

71. Adoption of amendments to the ADR<sup>1</sup> and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID<sup>2</sup> and the ADN<sup>3</sup> respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

### B. Indicators of achievement

- 1. Amendments to ADR, RID and ADN adopted in 2011 and 2012 and entered into force by 1 January 2013 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2013, reflecting, inter alia, the 2011 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (17th revised edition) (IA 9.a. (a))**

*Performance measures:*

Baseline 2011: 1 set of amendments to ADR, RID and ADN

Target 2012–2013: 1 set of amendments to each legal instrument

**Actual performance 2012-2013: 1 set of amendments to each legal instrument (UN Depository notifications C.N.344.2012.TREATIES.XI.B.14 and C.N.566.2012.TREATIES-XI.B.14; CN.327.2012.TREATIES-XI.D6, C.N.464.2012.TREATIES-XI-D6, CN.565.2012.TREATIES-XI.D6 and CN.688.2012.TREATIES-XI.D6; OTIF Notifications A81-03/503.2012 and A.81-03/506.2012)**

- 2. Publication of the consolidated 2013 revised editions of ADR and ADN before end 2012 (IA 9.a. (b))**

*Performance measures:*

Baseline 2011: 1 ADR, 1 ADN

Target 2012–2013: 1 ADR, 1 ADN

**Actual performance 2012-2013: 1 ADR (ECE/TRANS/225, Vols I and II, Sales No. E.12.VIII.1), 1 ADN (ECE/TRANS/231, Vols I and II, Sales No. E.12.VIII.2)**

<sup>1</sup> European Agreement concerning the International Carriage of Dangerous Goods by Road

<sup>2</sup> Regulations concerning the International Carriage of Dangerous Goods by Rail

<sup>3</sup> European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

## **Cluster 9.b. Transport of Dangerous Goods (UNECE)**

### **A. Expected accomplishment (EA 9.b.)**

72. Adoption of a road map on how to set up the administrative structures required for implementation of ADR. Development of recommendations and/or guidelines based on this road map.

### **B. Indicators of achievement**

#### **1. Road map adopted and recommendations/guidelines available (IA 9.b.)**

*Performance measures:*

Target: 2012–2013: 1 road map and related recommendations available in 2013

**Actual performance 2012-2013: 1 road map and related recommendations available (ECE/TRANS/WP.15/217, annex IV)**

### **C. Performance assessment**

73. Confronted with the need to facilitate international movement of goods, and improve safety and security of transport, Contracting Parties continued to update ADR, RID and ADN taking into account new technical developments, new requirements and needs in transport. To ensure harmonisation between modes, the Contracting Parties adopted amendments to transpose the 2011 United Nations Model Regulations (17th revised edition) without reopening technical discussions, classification of solid oxidizing substances; transport of adsorbed gases; lithium batteries (including damaged or defective lithium batteries, lithium batteries for disposal or recycling); asymmetric capacitors; discarded packaging; ammonium nitrate and radioactive material; testing of gas cartridges and fuel cell cartridges; marking of bundles of cylinders; and the applicability of ISO standards to the manufacture of new pressure receptacles or service equipment. They concentrated their work on mode specific issues.

74. For road transport, the Working Party on the Transport of Dangerous Goods adopted revised requirements for portable fire extinguishers and new restrictions in road tunnels. Amendments to ADR and RID entered into force on 1 January 2013.

75. Corresponding amendments to ADN were developed by the ADN Safety Committee and adopted by the ADN Administrative Committee, together with additional amendments specific to inland navigation, and entered into force simultaneously on 1 January 2013.

76. Directive 2008/68/EC requiring member States of the EU and of the EEA to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive 2012/45/EU of 3 September 2012 requesting the application of the amended provisions by 30 June 2013, at the latest.

77. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June 2012 for ADR (ECE/TRANS/225, Vols I and II) and November 2012 for ADN (ECE/TRANS/231). The Russian versions of ADR and ADN were published in January 2013 and February 2013 respectively.

78. Tajikistan became party to ADR, bringing the participation to 48, which shows a continuous interest of countries for joining this international treaty.

#### **D. Lessons learned/areas needing improvement**

79. The mechanisms in place in the UNECE region for regulating inland transport of dangerous goods continues to work well. The cooperation of UNECE with OTIF, CCNR and their commitment to transpose the provisions recommended by the United Nations into the three main legal instruments (RID/ADR/ADN) regulating international transport of dangerous goods by rail, road and inland waterways in the region resulted in full harmonization of these instruments between themselves and with similar instruments regulating maritime and air transport. This harmonization is essential for the facilitation of international trade and multimodal transport. The commitment of the EU to apply the provisions of RID, ADR and ADN to domestic traffic contributes greatly to this global harmonization. This national application of RID, ADR and ADN implies also that EU countries attach an increasing importance to the consistency of the mode specific provisions of RID, ADR and ADN with the European standards developed by the European Committee for Standardization (CEN), many of which are now made of mandatory application through RID, ADR and ADN although many parties are not involved in their elaboration.

80. Attendance at meetings showed a high level of participation of EU countries, Norway, Switzerland, the Russian Federation and NGOs, as usual, but also a much higher level of participation of countries such as Croatia, Kazakhstan, Serbia, Turkey and Ukraine. Nevertheless, several countries with economies in transition such as Albania, Azerbaijan, Belarus, Moldova, the Former Yugoslav Republic of Macedonia, Morocco and Tunisia remained unrepresented, likely due to financial constraints. Stronger participation from such countries would be to their benefit, not only because of a better involvement in the updating process, but also to share and discuss implementation problems with more experienced countries. Unfortunately funds and staff resources for technical assistance remain scarce, although the Transport Division could organize a workshop for SPECA countries in 2013 and the European Union launched a series of seminars in the context of its EuroMed project in North Africa and Middle East countries intended to promote road transport UNECE legal instruments, including ADR.

## **Cluster 10.a. Transport of Dangerous Goods (ECOSOC)**

### **A. Expected accomplishment (EA 10.a.)**

81. Adoption of amendments to the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and to the Manual of Tests and Criteria and issuance of new recommendations in 2012, and publication in 2013 of new consolidated versions of the Model Regulations and of the Manual of Tests and Criteria incorporating amendments and new recommendations.

### **B. Indicators of achievement**

#### **1. Amendments to the 17th revised edition of the Model Regulations and the 5th revised edition of the Manual of Tests and Criteria adopted in 2012 (IA 10.a. (a))**

*Performance measures:*

Baseline 2011: 2 sets of amendments

Target: 2012–2013: 2 sets of amendments

**Actual performance 2012–2013: 2 sets of amendments (ST/SG/AC.10/40/Add.1, ST/SG/AC.10/40/Add.2)**

#### **2. Publication of the 18th revised editions of the Model Regulations and of the 6th revised edition of the Manual (or Amendment 2 to the fifth revised edition) before the end 2013 (IA 10.a. (b))**

Baseline 2010–2011: 1 Model Regulation, 1 Manual

Target 2012–2013: 1 Model Regulation, 1 Manual

**Actual performance 2012–2013: Model Regulation (ST/SG/AC.10/1/Rev.18-Sales No. E.13.VIII.1); Manual (ST/SG/AC.10/11/Rev.5/Amend .2, Sales No. E.13.VIII.3)**

## **Cluster 10.b. Transport of Dangerous Goods (ECOSOC)**

### **A. Expected accomplishment (EA 10.b.)**

82. Effective implementation of the recommendations through national and international legal instruments.

### **B. Indicators of achievement**

- 1. Number of international legal instruments amended to reflect the 2011 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (17th revised edition) (IA 10.b. (a))**

*Performance measures:*

Baseline 2011: 6

Target: 2012–2013: 6

**Actual performance 2012–2013: 6**

- 2. Number of governments having adopted the requirements of the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations for regulating domestic inland transport (IA 10.b. (b))**

Baseline 2011: 38

Target: 2012–2013: 38

**Actual performance 2012–2013: 38**

### **C. Performance assessment**

83. All major organizations involved in the development of transport of dangerous goods regulations considered the new or amended provisions contained in the seventeenth revised edition of the United Nations Model Regulations, published in 2011. They updated their respective legal instruments accordingly to ensure full consistency and harmonization, and the amendments became effectively applicable simultaneously on 1 January 2013, as follows:

- International Maritime Organization (IMO): International Maritime Dangerous Goods Code, Amdt.36–12;
- International Civil Aviation Organization (ICAO): Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2013–2014 edition;
- UNECE: European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2013); European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2013);
- OTIF: Regulations for the International Carriage of Dangerous Goods by Rail (RID 2013);

- EU: Directive 2008/68/EC as amended by Commission Directive 2012/45/EU (applying the provisions of ADR, RID and ADN to domestic traffic).

84. The provisions of the seventeenth revised edition are reflected in the national legislation applicable to inland transport of at least the 28 EU member States, as well as Iceland, Norway, Lichtenstein and Switzerland; Turkey, the United States of America (49 CFR); i.e. at least 34 countries. The legislation in New Zealand (Land Transport Rule: Dangerous Goods Amendment 2011) is still based on the 16th revised edition, but they are currently considering updating.. Amendments intended to bring ADG7 (Australia) in line with the 17th revised edition are open for public comments as of August 2013, and new amendments to the TDG Regulations in Canada are also under consideration. The secretariat lacks resources for monitoring the exact status of implementation in all countries of the national regulations.

85. In 2011 and 2012, the United Nations Sub-Committee of Experts continued to update its recommendations and, in 2013 adopted in December 2012 two sets of amendments to the Model Regulations and to the Manual of Tests and Criteria, incorporated in the 18th revised edition of the Model Regulations, and amendment 2 to the fifth revised edition of the Manual of Tests and Criteria. These amendments will serve as the basis for the 2015 updating of international and national legal instruments. They concerned, inter alia, dangerous goods used as a coolant or conditioner, flexible bulk containers, salvage pressure receptacles, lithium batteries, dangerous goods packed in limited quantities, dangerous goods packaged in minute quantities and packing instructions. A new two-year cycle of work started in 2013.

#### **D. Lessons learned/areas needing improvement**

86. All major international organizations concerned by regulations on international transport of dangerous goods (IMO, ICAO and UNECE) remain committed to giving effect to the UN Recommendations by transposing the recommended provisions into their respective legal instruments. This ensures not only a high regulatory level of safety for all modes of transport for international transport, but also harmony between all modal regulations. Many countries, and in particular EU countries, USA and Canada, apply these recommendations to domestic traffic and update them in accordance with the updates to international instruments. The level of implementation in non-UNECE countries improves every year, mainly in countries participating in the work of the Sub-Committee (e.g. China, Japan, Australia, South Africa, and Brazil), even though developing countries tend to have difficulties to keep up with the two year updating process. Although they accept dangerous goods imported in their country in the transport conditions provided for in the latest edition of the United Nations Recommendations, they usually adapt their own national regulations less frequently, i.e. every 5 to 10 years. It is rather difficult for the secretariat to monitor the situation in countries outside the ECE region, due to lack of resources. Attendance at Sub-Committee meetings shows very strong participation (120 to 170 delegates at each session) of about 30 countries of all regions and many NGOs (mainly chemical industry, transport organizations and packaging/tank manufacturers). Interest for this activity is continuously growing, but this means more delegates, more document submissions, more requests for information or for support for capacity-building activities, and therefore a continuously increasing workload for the secretariat work unit.

## Cluster 11.a.

### **Globally Harmonized System for the Classification and Labelling of Chemical (GHS)**

#### **A. Expected accomplishment (EA 11.a.)**

87. Adoption of amendments to the Globally Harmonized System intended to further clarify or harmonize the existing classification and labeling criteria or to introduce new criteria, in order to maintain or increase the level of protection offered to the environment and to those producing, handling, transporting or using hazardous chemicals, in a uniform, harmonized and coherent way and facilitating its effective implementation through international and national legislation, and publication in 2013 of the fifth revised edition of GHS.

#### **B. Indicators of achievement**

##### **1. One set of amendments to the GHS adopted in 2012 (IA 11.a (a))**

*Performance measures:*

Baseline 2011: 1 set of amendments

Target: 2012–2013: 1 set of amendments

**Actual performance 2012–2013: 1 set of amendments**

##### **2. Publication of the 5th revised edition of the GHS before end 2013 (IA 11.a (b))**

*Performance measures:*

Baseline 2010–2011: 1 GHS

Target 2012–2013: 1 GHS

**Actual performance 2012–2013: 1 GHS**

## Cluster 11.b.

### **Globally Harmonized System for the Classification and Labelling of Chemical (GHS)**

#### **A. Expected accomplishment (EA 11.b.)**

88. Effective implementation of GHS through national and international instruments.

## **B. Indicators of achievement**

### **1. Number of international legal instruments, codes, guidelines or standards that have been adopted or amended to reflect provisions of the GHS (IA 11.b. (a))**

*Performance measures:*

Baseline 2011: 16

Target: 2012–2013: 16

**Actual performance 2012–2013: 16**

### **2. Number of governments having reflected the provisions of the GHS or amendments thereto in their national regulatory systems applicable to the classification and labelling of chemicals in sectors other than transport (IA 11.b. (b))**

*Performance measures:*

Baseline 2011: 41

Target: 2012–2013: 50

**Actual performance 2012–2013: 51**

## **C. Performance assessment**

89. Aware of the importance of ensuring that information on the hazards of chemicals be harmonized and available in order to enhance the protection of human health and the environment, and recognizing that harmonization will also promote greater consistency in the national requirements for chemical hazard classification and communication that companies engaged in international trade must meet, member States have undertaken significant efforts to amend their legal texts concerning chemical safety or to enact new legislation to implement the GHS.

90. In 2012–2013, and according to the information provided to the secretariat, a number of international legal instruments, codes, guidelines or standards addressing exposure to potentially hazardous chemicals in all types of use situations - including production, storage, transport, workplace use or presence in the environment - were amended to reflect the provisions of the GHS. This includes the 4th adaptation to technical progress of the EU Regulation implementing the GHS (EU Regulation No 1272/2008) and the 17th revised edition of the UN Model Regulations (and its related modal instruments for maritime, air and land transport of dangerous goods). Both have an impact on many other pieces of legislation (e.g. more than 11 EU directives are related to EU Regulation No.1272/2008 and at least six international modal instruments are amended in accordance with the UN Model Regulations). GHS provisions are also used for the evaluation of hazardous properties of chemicals under the scope of international conventions, codes or guidelines such as: the “Rotterdam Convention on the prior informed consent procedure for certain hazardous chemicals and pesticides in international trade” or the “Stockholm Convention on persistent organic pollutants”, the “WHO Recommended classification of pesticides by hazard”, the “Concise International Chemical Assessment Documents (CICADs)” or the “International Chemical Safety Cards (ICSC)”. This means that the targeted number of 16 has been exceeded.

91. Work to bring the provisions of Annex I to the UNECE Convention on the Transboundary Effects of Industrial Accidents in line with the GHS also began in 2013.

92. The targeted number of governments having reflected (or are in the process of doing so) the provisions of the GHS or amendments thereto in their national regulatory systems for the classification and labelling of chemicals in sectors other than transport continues to grow. The list of governments having taking appropriate steps to implement the GHS includes: all 28 EU Member States, all three EEA countries as well as Switzerland, Australia, New Zealand, Mauritius, Uruguay, Singapore, Japan, China, Russian Federation, the Republic of Korea, Mexico, Brazil, the United States of America, Canada, Serbia, Philippines, South Africa, Zambia, Viet Nam and Thailand (i.e: at least 51 countries).

93. The Sub-Committee of Experts on the GHS adopted a set of amendments to the fourth revised edition of the GHS at the end of its two-year working cycle in December 2012. The adopted amendments were endorsed by the Committee of Experts on the Transport of Dangerous Goods and on the GHS, and the Economic and Social Council, as reflected in its resolution 2013/25 of 25 July 2013.

#### **D. Lessons learned/areas needing improvement**

94. The GHS is an instrument addressing several sectors (transport, consumer safety, occupational health and safety and the environment), thus its effective implementation requires significant efforts from member States to amend all their relevant existing legal texts concerning chemical safety in each sector or to enact new legislation.

95. The GHS has already been widely implemented in the transport of dangerous goods sector through the Model Regulations and their related legal instruments (see Cluster 12), which have been amended accordingly to reflect the provisions of the fourth revised edition of the GHS for effective application in 2013. However, the situation is more complex in other sectors for which implementation may take some time because it requires amendment or revision of a considerable number of different legal texts and guidelines for application (e.g. adoption of the GHS by the EU in 2008 required extensive amendments to 11 European directives addressing different regulatory areas, and the issuance of a new Regulation (CLP)).

96. Despite the secretariat's efforts to compile information about the status of implementation of the GHS (see [www.unece.org/trans/danger/publi/ghs/implementation\\_e.html](http://www.unece.org/trans/danger/publi/ghs/implementation_e.html)), it is not always possible to obtain such information from trustable sources for those countries and organizations which do not participate in the sessions of the Sub-Committee. Furthermore many national pieces of legislation are concerned, and implementation may progress at different speeds inside the same country depending on the sector concerned. Therefore, it may happen that the indicators of achievement for the evaluation period show a lower level of implementation of the GHS than the real situation since the data provided is based on the information received by the secretariat.

97. The cooperation of ILO, World Health Organization (WHO) and United Nations Institute for Training and Research (UNITAR), or other organizations such as the European Commission, Organisation for Economic Co-operation and Development (OECD) and Asia-Pacific Economic Cooperation (APEC), for capacity building activities is particularly useful to the implementation process.

98. The level of participation at GHS meetings is high (about 120 delegates at each session), and expressions of interest for participation increase with growing implementation at a worldwide level.

## **Cluster 12.a. Transport of perishable foodstuffs**

### **A. Expected accomplishment (EA 12.a.)**

99. Enhanced and updated international requirements for the transport of perishable foodstuffs.

### **B. Indicators of achievement**

- 1. Number of new amendments to the Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage (ATP) adopted by the Working Party (IA 12.a. (a))**

*Performance measures:*

Baseline 2010–2011: 10 amendments

Target: 2012–2013: 10 amendments

**Actual performance 2012–2013: 11 amendments**

- 3. Number of countries replying to the questionnaire on the implementation of the ATP (IA 12.a. (b))**

*Performance measures:*

Baseline 2010–2011: 12

Target: 2012–2013: 20

**Actual performance 2012–2013: 16**

## **Cluster 12.b. Transport of perishable foodstuffs**

### **A. Expected accomplishment (EA 12.a.)**

100. Enhanced and updated international requirements for the transport of perishable foodstuffs, including their more effective implementation.

- 1. Total number of Contracting Parties to the ATP Agreement (IA 12.b.)**

*Performance measures:*

Baseline 2010–2011: 45

Target: 2012–2013: 47

**Actual performance 2012–2013: 48**

### **C. Performance assessment**

101. At its sixty-eighth session in 2012, WP.11 adopted two proposed amendments to the ATP which appear in Annex I to the report of the session, ECE/TRANS/WP.11/226. At its sixty-ninth session in 2013, WP.11 adopted nine proposed amendments to the ATP which appear in Annex I to the report of the session, ECE/TRANS/WP.11/228. The number of new amendments adopted therefore exceeded the target of 10.

102. The target of two new Contracting Parties to the ATP was met in the biennium 2012-2013. The most recent Contracting Parties are Tajikistan in December 2011, Kyrgyzstan in October 2012 and Turkey in December 2012. There are now 48 Contracting Parties.

103. In 2012, 16 countries replied to the questionnaire on the implementation of the ATP. In 2013, 16 countries also replied. The target of 20 countries replying was therefore not achieved.

### **D. Lessons learned/areas needing improvement**

104. Many of the proposed amendments to the ATP were editorial in nature. In the 2014-2015 biennial evaluation therefore the number of non-editorial amendments will be measured.

105. There is still potential for new Contracting Parties to the Agreement. Of the 56 UNECE member States, Armenia, Canada, Cyprus, Iceland, Israel, Liechtenstein, Malta, San Marino, Switzerland and Turkmenistan are not yet ATP Contracting Parties. The ATP is also being promoted to other countries in the Mediterranean area such as Algeria, Israel and Jordan.

106. The number of replies to the questionnaire on the implementation of the ATP is insufficient and efforts will be made to improve the response rate. However, some countries state that they are not able to provide the data required because of their administrative structures.

## Cluster 13

### Transport statistics

#### A. Expected accomplishment (EA 13.)

107. Improved availability and scope of transport statistical data.

#### B. Indicators of achievement

##### 1. Number of reliable statistical products available on the Internet (IA 13. (a))

*Performance measures:*

Baseline 2011: online statistical data base extended to road safety

Target 2012–2013: complete statistical database online

**Actual performance 2012-2013: Complete statistical database online**

##### 2. Use of data as measured by website downloads (IA 13. (b))

*Performance measures:*

Baseline 2011: 84,000 downloads

Target 2012–2013: 85 000 downloads

**Actual performance: 86 000 downloads**

#### C. Performance assessment

108. The classification system for transport statistics of goods (NST 2007) was updated with the adoption of short designations at two digit level. The Internet version of the common questionnaire on transport statistics of UNECE, EUROSTAT and ITF was revised and the Russian version was prepared. An illustrated version of the 4th edition of the Glossary for Transport Statistics was published online in all official languages. The cooperation with the Community Database on Accidents on the Roads in Europe (CARE) secretariat considerably reduced the burden on member States. The online transport statistics database was improved with an enhancement of the timeliness of data, particularly relating to road traffic accident statistics. New performance indicators derived from data in the UNECE database were disseminated (in particular for road safety). Country profiles as well as charts and trends showing the comparability between countries were published on the website. In addition, an annual data flyer on main transport indicators was launched in 2011 and 2012. Two recurrent publications were prepared and published online: Statistics for Road Traffic Accidents in Europe and North America (RAS) and UNECE Transport Statistics for Europe and North America (former ABTS). Detailed recommendations for countries undertaking the 2015 round of E-Road and E-rail traffic censuses were prepared. Several pilot questionnaires (data on transport of gas through pipelines, data on road traffic performance and data on passenger transport by buses and coaches) in cooperation with Eurostat and ITF were adopted and should be inserted into the regular data collection. One capacity building workshop on data collection through the web was organized in Ukraine. Finally, the harmonization of transport statistics methodologies continued.

## **D. Lessons learned/areas needing improvement**

109. The gap analysis carried out by the secretariat showed that more focus on cooperation with Eastern and Central European, Caucasus and Central Asian Countries is needed. The secretariat organized a workshop on the use of Internet data collection during this biennium. This action helped to establish direct contacts with data providers however more efforts have to be dedicated to this, particularly in Central Asian countries. More capacity building activities are required in order to improve the response rate by these countries. In addition, the streamlining of the Common Questionnaire will help in collecting at least the main indicators and improve the timeliness. Substantive exchange of views on methodological work in transport statistics need to be further promoted by the Working Party. In 2011, the Working Party organized a dedicated segment on "Statistical performance indicators in road safety". As a follow-up, it was decided to do more towards improving the availability and the timeliness of data on road safety and to elaborate a new definition for "seriously injured". In 2012, the process of data collection from the time of the accident until the dissemination of data was considered in detail.

## **Cluster 14.a. Road transport**

### **A. Expected accomplishment (EA 14.a.)**

110. Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).

### **B. Indicators of achievement**

#### **1. Number of problem areas identified and of proposals to address them (IA 14.a. (a))**

*Performance measures:*

Baseline 2011: 4 areas

Target 2012–2013: 4

**Actual performance: 2012–2013: 4**

#### **2. Number of seminars and workshops (IA 14.a. (b))**

*Performance measures:*

Baseline 2011: 3

Target 2012–2013: 4

**Actual performance: 2012–2013: 6**

#### **3. Number of participants per seminar and workshop (IA 14.a. (c))**

*Performance measures:*

Baseline 2011: 33

Target 2012–2013: 40

**Actual performance 2012–2013: 22 (excluding participants from the sixth session)**

## **Cluster 14.b. Trans-European north-south motorway (TEM) project**

### **A. Expected accomplishment (EA 14.b.)**

111. Increased capacity of ECE countries participating in the TEM and TER projects.

### **B. Indicators of achievement**

#### **1. Number of ECE countries participating in TEM project (IA 3/6 (a))**

*Performance measures:*

Baseline 2011: 17 countries

Target 2012–2013: 19 countries

**Actual performance 2012–2013: 12 countries**

### **C. Performance assessment**

112. As at the end of 2013, virtually all countries had fully implemented the measures necessary for the use of the digital tachograph. Only one country had yet to implement it. The mandate of the AETR Group of Experts was extended until 31 December 2014 to facilitate the reaching of consensus on the proposed changes to article 22bis of the AETR Agreement (procedure for the amendment of Appendix 1B). The average participation per meeting of the Group of Experts of the AETR was lower than expected by ECE member States who are also EU member States. This can be attributed to these member States being represented by the European Commission, which was present and actively participating at each meeting.

113. The decrease in countries participating in the TEM project is due partly to the completion of the revision of the TEM Master Plan coinciding with membership of Eastern European countries into the EU and increasing importance of UNECE EATL Project.

### **D. Lessons learned/areas needing improvement**

114. The responses and actions taken to address the issues related to the implementation of the digital tachograph have shown significant improvement. While the secretariat actively facilitated negotiations among interested Contracting Parties, amending the AETR Agreement to ensure equal right and obligations for all Parties requires - first and foremost - political decisions in order to reach a solution which is satisfactory to all.

115. Uncertainties concerning the TEM Project Office and TEM Management and project management need to be addressed to increase the level of interest and participation of countries in the TEM project.

## **Cluster 15**

### **Road traffic safety**

#### **A. Expected accomplishment (EA 15.)**

116. A more effective implementation of the Conventions on Road Traffic and Road Signs and Signals of 1968, the European Agreements of 1971 supplementing them, and the Consolidated Resolutions on Road Traffic and Road Signs and Signals.

#### **B. Indicators of achievement**

##### **1. Number of new Contracting Parties to the Conventions and European Agreements (IA 15. (a))**

*Performance measures:*

Baseline 2011: 3

Target 2012-2013:3

**Actual performance 2012-2013: 3**

##### **2. Number of road safety seminars, workshops, conferences, campaigns and events organized (IA 15. (b))**

*Performance measures:*

Baseline 2011: 8

Target 2012-2013: 6

**Actual performance 2012-2013: 8**

##### **3. Number of total participants per seminar, workshop conferences and events, including those from Contracting Parties (IA 15. (c))**

*Performance measures:*

Baseline2011: 104

Target 2012-2013: 120

**Actual performance 2012-2013: 180 (60 for the UN Global Road Safety Week events and 120 for the Europe-Asia Road Safety Forum).**

#### **C. Performance assessment**

117. In 2012, the UNECE's Inland Transport Committee adopted a UNECE plan for the Decade of Action (ECE/TRANS/2012/4 and Corr. 1 and 2). The plan has three goals: (1) To ensure the widest possible geographic coverage of UN road safety legal instruments (2) To assist countries in the ECE region and beyond in the implementation of the UN Decade of Action for Road Safety (3) To make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond. The UNECE plan includes actions, initiatives and measures for several UNECE Working Parties which have an impact on road safety. It also

addresses priority areas of work as well as implements continuous and future actions for each goal in its geographical area and beyond.

118. In May 2013, the UNECE commemorated the second United Nations Global Road Safety Week (proclaimed by a General Assembly resolution) with the organization of several key events with our partners in the Palais des Nations. These 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. The UNECE's partners were the International Center 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. In addition, in Italy, UNECE partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in widely distributed local newspapers and magazines and to distribute 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.

119. On 4-6 December 2013, the Transport Division organized an inaugural "Europe - Asia Road Safety Forum" in New Delhi, India, followed by a two-day 67th session of WP.1. The event was organized in partnership with the Ministry of Road Transport and Highways of India and Institute of Road Traffic Education, and in collaboration with the United Nations Economic and Social Commission for Asia and the Pacific.

#### **D. Lessons learned/areas needing improvement**

120. The areas needing improvement, mentioned in the previous biennium, are still applicable and bear repeating:

- Governments and key stakeholders play a central role in promoting road safety targets, increasing resources and conveying the message to the public about their active involvement. The primary responsibility for increasing road safety is vested in Governments however this requires not only will and commitment, but also joint efforts and significant funds.
- Increasing the number of Contracting Parties to said Conventions needs to continue to be pursued. In addition, the Conventions require revisions to include emerging issues and best practices.
- There has been no agreement yet on an implementation monitoring mechanism that could effectively measure how successful domestically these legal instruments are.