

Economic Commission for Europe

Inland Transport Committee

Seventy-sixth session

Geneva, 25–27 February 2014

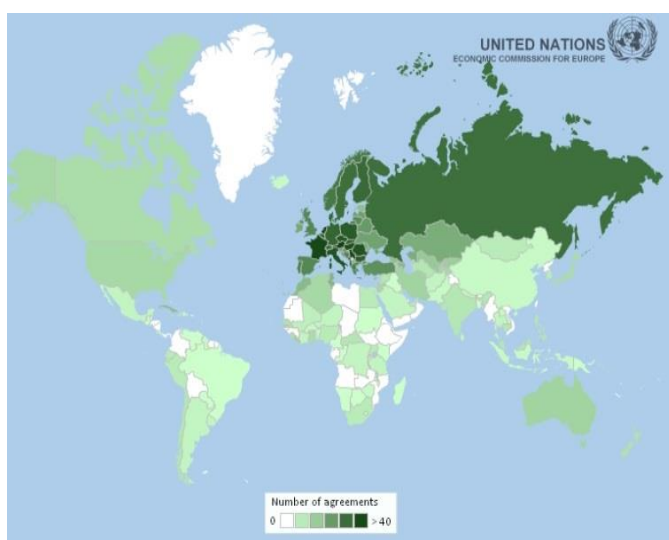
Item II (6) of the provisional agenda



I. Introduction

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

The ECOSOC Committee makes recommendations of worldwide scope intended to increase safety in the transport of dangerous goods by all modes of transport, including air and sea, but also in the supply chain and use of chemicals. They are also intended to facilitate transport and trade through harmonization of the multiple national and international rules and regulations that apply to the different modes of transport, to workplace safety and to protection of consumers and of the environment.



In 2013, the UNECE concluded the review of the reform of 2005. Among the outcomes was the recognition of the growing responsibilities and high-impact work of the above Committees and their subsidiary bodies. As a result, the resources and capacities of the UNECE Transport sub-programme and the Transport Division were increased by two substantive posts.

The ITC held its Seventy-Fifth Jubilee session in February 2013. It included a Ministerial meeting where, on the one hand, the second phase of the Euro-Asian Transport Links (EATL) project was reviewed. The project identified for 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 time and costs for freight delivery. Subsequently, a Joint Statement on future development of Euro-Asian Transport Links was signed by thirty-two governments, giving political support to the continued cooperation. On the other hand, a Joint Declaration on

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

This makes the ITC a unique body 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.

During the 75th Jubilee session of the Inland Transport Committee 32 Governments supported Phase III of the EATL project and 37 governments signed for the establishment of unified railway law



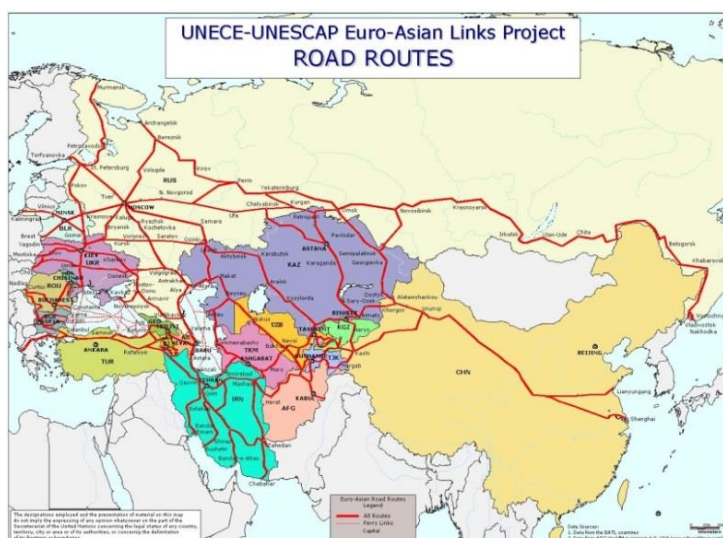
the promotion of Euro-Asian rail transport and activities towards a unified railway law was signed by thirty-seven governments requiring the establishment, over the next two years, of the unified legal conditions for railways that are equivalent with those existing for other transport modes.

2013 is also marked by the follow-up to Rio+20, during which negotiations began on Sustainable Development Goals (SDGs) as the post-2015 successor to the Millennium Development Goals (MDGs). This global process will define the priorities of global development and their funding until 2030. Thus several UNECE governments took an active role in promoting the recognition of transport in embarking on sustainable development. The UNECE Transport Division has been working closely with UN/DESA and provides inputs in the global consultations. ITC has been spearheading the conceptual understanding of challenges and opportunities on the sustainable development path while offering due consideration to economic, social and environmental considerations, as well as through providing tools for transport policy choices. To further contribute to the exchange of best practices, the policy segment of the 2014 Committee's annual session will focus on Innovations for Sustainable Transport and Mobility.

II. Accomplishments in 2013

A. Linking the Regions with Inland Transport

Euro-Asian Transport Links (EATL)



The objective of the 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 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 governments 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 a clear endorsement of the project's accomplishments in phases I and II, as well as the growing relevance of the work.

The primary objective of Phase III is to enhance international cooperation to make the nine road and nine rail EATL routes identified in Phase II fully operational. To this end, a 'match-making' meeting took place on 10 September 2013 in Geneva between countries with projects and International Financial Institutions (IFIs). In phase III a series of concrete activities are planned by the Expert Group in close cooperation with all the regional and sub-regional organizations.

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 Regional Review Meeting was held on 5-7 March 2013 in Vientiane, Lao People's Democratic Republic. It was organized jointly 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 EATL project was an emblematic contribution. In addition, a dialogue has started with all landlocked countries to promote their application of the International Convention on the Harmonisation of Frontier Controls of Goods of 1982.

B. Environmental sustainability of Inland Transport

For Future Inland Transport Systems Project (ForFITS)

In 2011 in cooperation with the other regional commissions, UNECE launched the ForFITS project for the development and implementation of a tool to monitor and assess CO₂ emissions from inland transport activities. It was funded by the United Nations Development Account (UNDA). Its objective was to enhance international cooperation and planning towards sustainable transport policies with the goal of facilitating climate change mitigation.

ForFITS helps design national transport systems with lower CO₂ outputs

The backbone of the project was the development of a modelling tool capable of assisting users in making informed decisions about measures to reduce CO₂ emission from current and future transport systems. The model is primarily focused on CO₂ emissions from inland transport, including road, rail and inland waterways. The model is freely available online along with a user manual.



Activities in 2013 focused on the implementation of the ForFITS model, drafting the user manual, developing pilot cases and, in parallel, organizing and implementing regional and national awareness-raising events and capacity building workshops. Countries that participated in the pilot cases were Chile (ECLAC), Ethiopia (UNECA), France (UNECE), Hungary (UNECE), Montenegro (UNECE), Thailand (UNESCAP), and Tunisia (UNESCWA). As a next step, the model is now being implemented in Lyon (France) and Sao Paulo (Brazil), while it is intended to be applied in several more countries.

Climate Change Adaptation

A comprehensive study on climate change impacts and adaptation for international transport networks is the result of the two years' activities of the Group of Experts of the Working Party on Transport Trends and Economics (WP.5). The report includes recommendations on improving the long-term sustainability of transport with an emphasis on international connections. It also gives numerous examples of national policies. The study is expected to raise further awareness about the need for climate change adaptation in the transport sector, as well as to serve as a resource book with 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.

THE PEP continued to organize capacity building workshops, jointly serviced by the UNECE Transport and Environment Divisions and by WHO/Europe. In September 2013 a workshop was held in Almaty, Kazakhstan, to address the green and health-friendly mobility challenges in cities in 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.



Finally, THE PEP Steering Committee and its extended Bureau have started to prepare the fourth High-level Meeting on Transport, Health and Environment which 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 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.

C. Actions promoting innovative transport technologies and ITS

At its 75th session, ITC acknowledged that Intelligent Transport Services (ITS) has a prominent role in sustainable development and therefore encouraged and supported UNECE actions and initiatives aimed at transferring knowledge to policy makers on how to develop and deploy intelligent transport solutions for people around the world. Furthermore the ITC expressed the need for consistency between the different existing legal instruments that are managed by the different working parties. To that effect, it specifically encouraged WP.1 and WP.29 to coordinate their activities and efforts to develop a consistent transversal approach on ITS.



In 2013, in order to embrace the benefits of technological advancement, the ITC and the International Telecommunication Union (ITU), jointly organised a one day workshop entitled ITS in Emerging Markets – drivers for safe and sustainable growth. The objectives of the workshop were to review the status quo of ITS, including the technology, applications, regulatory frameworks, and standards. It also focused on identifying barriers to adoption, challenges and how they can be overcome, as well as highlighting the benefits ITS may reap in emerging economies focusing particularly on road safety.

D. Road Safety

Improving road safety is a top priority issue for ITC and the focus of the Working Party on Road Traffic Safety (WP.1), i.e. the UNECE Road Safety Forum, the only permanent intergovernmental body in the United Nations system that is dedicated to the subject. In 2013, there were a number of accomplishments in making road travel safer.

The United Nations second Global Road Safety Week took place from 6 to 12 May 2013



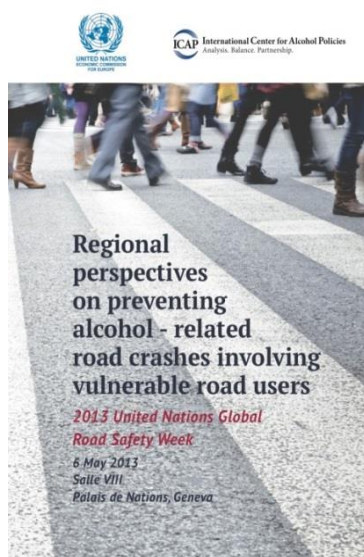
The year 2013 witnessed the commemoration of the second United Nations Global Road Safety Week. In May several key events were organized by the UNECE together with its partners in the Palais des Nations.

The programme 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 for the events were ICAP, 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-II 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.



In September, the UNECE in partnership with the International Centre for Alcohol Policy (ICAP) launched an e-book titled *Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users* and it comprised the comprehensive findings by road safety experts from Europe, Africa, Asia, Australia and the Middle East. The focus is on the main issues influencing alcohol-related accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists in each region.



Pursuant to GA Resolution 60/5 of 2005 every third Sunday in November is designated as the World Day of Remembrance for Road Traffic Victims, in recognition of road traffic victims and their families' loss and suffering. Memorial events took place on this day in many UNECE Member States. In Greece for example the cooperation among the government, the municipalities, the Chambers of Commerce, the Association for the Aid and Solidarity of Road Accident Victims "St. Christopher", the Road Safety Institute "Panos Mylonas", as well as several universities led to a chain of road safety activities, including awareness through demonstrations and

training set up at different public places, scientific workshops and meetings supporting the victims and their families in coping with the tragic loss of their loved ones. UNECE's participation in the events organized in Chania, Crete signalled the commitment to connect with people whose safety is in the heart of the ITC regulatory work.

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 and the International Road Transport Union (IRU), organized the inaugural "Europe - Asia Road Safety Forum" in New Delhi on 4 December followed by a two-day session of WP.1.



UNECE also presented its road-safety activities at a road-safety exhibition in Paris, organized under the French Ministry of Education in February 2013. Some 700 teenagers attended the event. Pupils from 36 classes, mostly from the city and suburbs of Paris, but also from eastern and western France, signed their names on a poster entitled "*Nous conduisons en respectant les règles*". The poster is a French version of the "We drive by the rules" poster that was created in 2011 for the launch of the UN Decade of Action for Road Safety.

Progress was also made in the implementation of the digital tachograph, which is 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). The digital tachograph records all activity such as speed and time between rest periods, thereby creating an accurate picture of the driving habits for all commercial vehicles. This directly impacts road safety as assuring safe driving routines among professional drivers is a key factor. While the digital tachograph had become mandatory in 2010, some countries were unable to meet the deadline. By 2013, however, virtually all countries had fully implemented the necessary measures to use the digital tachograph.

E. Developments in International Transport Standards and Legislation

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

New Regulations annexed in 2013 include improved Child Restraint Systems, Lane Departure Warning Systems and Advanced Emergency Braking Systems.



In 2013 three new United Nations Vehicle Regulations aimed at improving vehicles' safety annexed to the 1958 Agreement entered into force.

- ✓ The new UN Regulation on Enhanced Child Restraint Systems, applied by 49 countries including the European Union, provides better protection for children in the event of frontal, lateral or rear impacts.

- ✓ The new UN Regulation on Lane Departure Warning Systems has been applied by 50 countries including the European Union, alerts the driver if the vehicle is leaving the lane.

- ✓ 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 in the road and, if the driver doesn't take any action the vehicle brakes to avoid the impact.

The World Forum for Harmonization of Vehicle Regulations also adopted 2 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;
- ✓ Recyclability of motor vehicles.

In addition, two new UN Global Technical Regulations, in the framework of the 1998 Agreement, were published on:

- ✓ the safety aspects of Hydrogen and Fuel Cell vehicles and;
- ✓ the protection of the occupants of passenger vehicles and light commercial vehicles against a pole side impact.

Existing UN Regulations were also updated with 82 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.

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, the creation of an Administrative Committee. The mandate of the Expert Group has been extended 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 for a number of items have yet to come into effect. This includes creating procedures for road safety impact

assessments, road safety audits, management of road network safety and safety inspections for the roads of the international E-road network.

Similarly, the protocol on electronic consignment note (e-CMR) still awaits Contracting Parties' agreement on procedures and implementation. However, while eight countries now agree to the additional CMR protocols, the overall number remains rather low.

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, and the developments are on-going.



Border Crossing Facilitation and the TIR Convention

On 10 October 2013 an important amendment package to the TIR Convention entered into force. The amendments provide for improved transparency in the international guarantee system by means of introducing a new part III to Annex 9 of the Convention, dealing with the authorization of the international organization for printing and distributing TIR Carnets and for the organization of the international guarantee chain. For the time being, the International Road Transport Union (IRU) is the only organization that has taken on this responsibility and has been authorized by the TIR Administrative Committee (AC.2).



However, the success of the amendment package was over-shadowed by the emergence of the crisis of TIR in the Russian Federation. It started in July 2013 when the Federal Customs Service (FCS) of the Russian Federation announced that, as per 14 September 2013, it would no longer accept the guarantee of

The success of more transparency in the TIR system is over-shadowed by the crisis in its application in the Russian Federation.

the TIR Carnet but would require that TIR operators obtain a separate, national guarantee for transports to, from and through the Russian territory. All TIR competent bodies, such as, in particular, AC.2 and its TIR Executive Board (TIRExB) have repeatedly stated that the FCS measures are in breach of the provisions of the TIR Convention. From the beginning, the UNECE secretariat, in cooperation with all concerned parties and stakeholders, has been very proactive and has analysed the situation in depth, both from a legal and practical perspective, with the aim to facilitating dialogue and having the measures withdrawn.

Throughout this whole period, the Russian Federation has consistently reiterated its commitment to the TIR Convention and its intention to remain an active Contracting Party. At the same time, the announcement by FCS that the guarantee agreement with the national association (ASMAP) would be terminated (first per 1 December 2013, now postponed until 1 July 2014) and the absence, until now, of any serious signs that another guaranteeing association could become authorized before that deadline, leave many questions with regard to the future of the TIR system in the Russian

Federation. In the meantime, the measures continue to negatively impact the international trade and transport sector, international transactions estimated to be worth five hundred billion euros annually.

The challenges ahead may not only be the resolution of the crisis, but perhaps to put in place further reforms which will strengthen the Convention and equip it with new features that would benefit governments and businesses alike.

The eTIR Project and related electronic tools

By the end of 2013 the technical aspects of computerization by the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) had been worked out. The group has also prepared and submitted a cost-benefit analysis addressing the financial implications of eTIR to the Working Party on Customs Questions affecting Transport (WP.30). The analysis clearly demonstrates the high return on investment that eTIR can provide, even in the grimmest scenario. This is due to the considerable benefits for all TIR stakeholders, such as customs, the transport industry and trade. Work has commenced to design an appropriate legal framework for eTIR.

The Digital future of the TIR



In addition, the secretariat continues to enhance various TIR-related databases, including the International TIR database (ITDB) which contains information on all operators authorized to use the TIR procedure. This consists of approximately 60,000 records, and is proving to be in strong demand online.

UNDA Project on Customs-to Customs (C2C) electronic information exchange for transit

In 2013, UNECE secured funding from the United Nations Development Account for a three-year project titled *Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration*. The objective of this global project is to strengthen the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, by means of increased secure electronic exchange of information between Customs administrations. Simultaneously, the project will contribute to increasing the cooperation between Customs administrations and promote the use of international standard electronic messages, in particular, for transit operations.

On the basis of existing international standards on transit related information, such as those used and defined in the framework of the eTIR project, the project will deliver a Customs-to-Customs (C2C) exchange platform. Selected pilot countries - at least two in each region - will be provided with technical assistance contracts to connect their ICT systems with the newly developed platform. Furthermore, technical workshops to be held in the five UN regions will build capacity to maximise the benefits offered by the C2C exchange platform, to increase their electronic exchange of Customs information with neighbouring countries as well as to adopt international standards when it comes to electronic messages.



The Harmonization Convention

As a follow up to the entry into force of the new Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention, 1982) in 2011, implementation monitoring and review of best practices have become in the centre of attention. These activities are carried out 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).

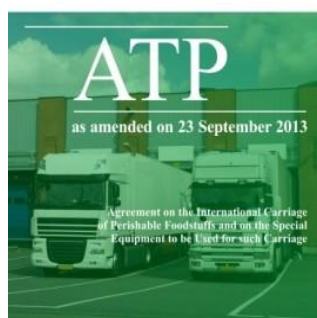
Furthermore, the secretariat and the Working Party on Customs Questions affecting Transport (WP.30) continued to monitor the implementation of the Harmonization Convention and conducted a recurrent survey of Contracting Parties with regard to the application at the national level of Annex 8 on road transport.

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 chilled and deep-frozen foodstuffs are transported efficiently, safely and hygienically, posing no danger to human health.

Forty-eight countries are Contracting Parties to the ATP including Morocco and Tunisia outside the UNECE region. 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 use the ATP provisions as the basis for their domestic legislation.

Amendments to the ATP introducing a testing procedure for new multi-compartment multi-temperature transport equipment entered into force on 23 September 2013. 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 into account conditions in countries where winter temperatures routinely fall below -20°C and where heating is therefore 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 effectively extend 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.

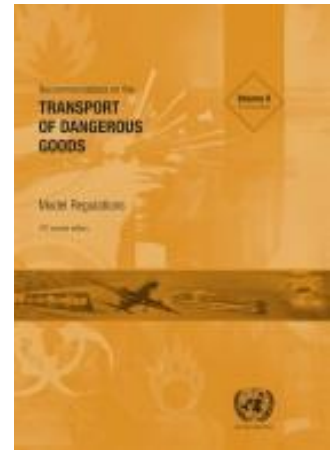
Two new classes of heated ATP equipment were adopted in 2013, addressing the needs of countries that have temperatures below -20 , where heating is required to keep food cargoes at the right temperature

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).

These publications contained new or amended provisions addressing 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 oxidizing 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).

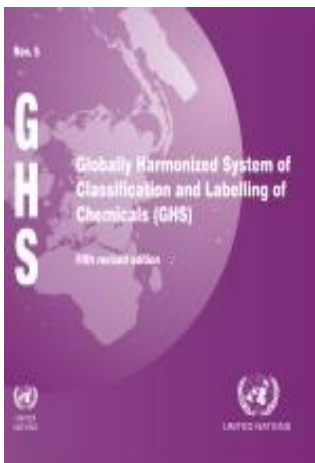
They incorporated European specific amendments particularly regarding the application of European standards concerning pressure receptacles and tanks, and the periodicity of inspection and testing of pressure receptacles.

These updates should all come into effect as of 1 January 2015, and will not only effectively globally implement the new United Nations Recommendations on the Transport of Dangerous Goods, but also harmonize all major international legal instruments regulating the five modes of transport. The secretariat also published a road map for accession and implementation of ADR.

The ADN Safety Committee adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels. This would include for example, the means of evacuating vessels. They also continued to discuss the possibility of using 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 GHS is progressively becoming the worldwide recognized starting point for sustainable management of chemical safety in all economic sectors

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 several countries including Australia, Brazil, China, Ecuador, Japan, Mexico, New Zealand, the Russian Federation, Singapore, South Africa, Switzerland, United States of America, 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.

Intermodal Transport and Logistics

In 2013 a global Code of Practice for packing of cargo in containers and other intermodal transport units was finalised, thus replacing earlier guidelines. This is the joint result of cooperation among International Labour Organization (ILO), International Maritime Organization (IMO), the UNECE, and industry experts.

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 as 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.

The Working Party on Intermodal Transport and Logistics prepared a report on opportunities and challenges of Intelligent Transport Services (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. In addition, 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.

F. Transport Infrastructure

Inland Water Transport

A great deal of progress was made in 2013 in harmonizing the rules and information for navigating inland waterways throughout Europe.

In 2013, the secretariat launched a web based application that provides navigational data on more than 29,000 km of European rivers and canals

A large package of amendments to the European Code for Inland Waterways (CEVNI) was adopted in 2013. The amendments were based on the UNECE White Paper on efficient and sustainable inland water transport in Europe, and adopted by the Working Party on Inland Water Transport. The Working Party will work towards adopting CEVNI 5 in the year 2014, which would then establish the pan-European framework for all navigational rules applying to internationally navigable rivers and canals, such as the Danube or Rhine.



The secretariat also launched in 2013, a web-based application that provides on-line data on the navigational characteristics of the more than 29.000 km of navigable European rivers and canals. The web application contains various search options by waterway and by country and can also export data. The web application is based on the UNECE publication, Inventory of Main Standards and Parameters of the E Waterway Network

Further steps have also been made, in cooperation with the European Union and the River Commissions (the Central Commission for Navigation on the Rhine, the Danube Commission, the Sava Commission and the Mosel Commission), 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 was organized focusing on the complex issues surrounding the financing of transport infrastructure in the UNECE region and why further study and analysis are needed. The workshop 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.

As part of 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. The outcomes of the workshop will be published in *Transport Trends and Economics: financing of transport infrastructure*, in 2014.

An outstanding development is that both projects have got the managerial support by the governments through the nomination of new project managers and their deputies.

Rail Transport



As mentioned in the introduction, a joint declaration signed during the Ministerial session of the seventy-fifth session of the ITC, has set the Group of Experts towards Unified Railway Law on the two year path of establishing the legal conditions for railways that are equivalent with those existing for other transport modes.

In order to accomplish this task the group will need – for all countries involved - to establish a unified set of transparent and predictable provisions. This will involve analysing existing modal transport conventions for rail, road, air, inland water and maritime transport, as well as related agreements. Then identifying provisions and procedures which can help establish the unified railway law. Eventually there will need to be a unification of international railway law creating a single legal regime from the Atlantic to the Pacific and beyond.

In the coming years, the group will need to 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). 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 (SC.2) addressed a number of other issues in 2013, such as were railway infrastructure financing and public-private partnerships, by presenting case studies on new projects with Public Private Partnership schemes and railways financing. The working party also addressed intelligent transport services (ITS) by presenting innovative solutions regarding level crossings and the use of Information and Communication Technologies (ICT).

G. Inland Transport Security

The UNECE continued, throughout 2013, to provide a platform for governments, academia and the private sector to exchange views and best practices on inland transport security.

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, and can be found online. 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.

In October 2013, the Working Party on Rail Transport organized a workshop on rail security. The workshop took stock of the results of indicators and activities on rail security of several international organizations and Governments. Experience, good practices and collaboration on the development of safe rail transport operations were presented and examined. This input led to concluding recommendations linking all existing initiatives essential for the development of safe rail transport.

H. 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. The end result of this harmonization will be the improved ability to compare and contrast international transport statistics. This was accomplished in cooperation with Eurostat and ITF, 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.

I. Analytical activities

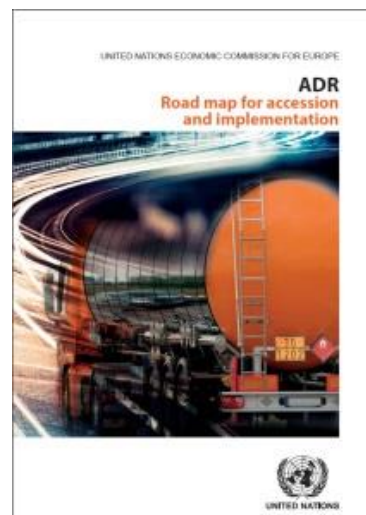
Analytical activities carried out by the UNECE Transport division are one of the division's three pillars along with the regulatory and capacity building work. Topics are carefully selected to support the other two pillars as well as boost non-conventional thinking in areas important for sustainable development of inland transport.

In support of the technical assistance and capacity building activities, in 2013:

- ✓ The joint OSCE – UNECE publication of 2012 called *Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective* was published in Albanian and Macedonian thanks to the financial support by USAID;



- ✓ In cooperation with ICAP an e-book was released titled *Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users* (September 2013) that got five thousand readers throughout the world;
- ✓ The proceedings of the 2012 *Inland Transport Security Discussion Forum – Secure Parking Places* were published in cooperation with OSCE (February 2013)
- ✓ The secretariat published a *Road map for Accession to and Implementation* of the ADR.



Furthermore, the WP.5, which acts as a think-tank for the Inland Transport Committee, completed its analysis of climate change impacts on inland transport (publication is forthcoming). In the same framework the *Transport Trends and Economics 2012-2013* deals with Sustainable Urban Transport and Mobility, in direct connection to the policy segment of the 2014 ITC. This paper mapped the UNECE capitals' urban networks and illustrated urban transport and mobility indicators to provide policymakers with best practices and successful examples from the region so as to make informed policy decisions. The publication also sheds light on a big challenge in developing sustainable urban transport systems – that of creating economically and environmentally friendly, efficient, socially affordable and accessible urban mobility.

J. Capacity Building and Technical Assistance

At the request of the government of Belarus a reference study was prepared and a capacity building workshop organized on boosting the transport and logistics capacity of the country into the international supply chain in order to improve the national competitiveness and allow more effective use of its transit transport potential.

The UNECE organized the annual regional advisory flagship workshop for SPECA countries in Kazakhstan, focusing on the agreement on international transport of dangerous goods by road (ADR). UNECE provided technical expertise with practical information on the roadmap detailing the various steps to follow to become party to ADR and implement its provisions.

In addition to the traditionally planned activities, thanks to the cooperation with the European Union, a major capacity building outreach was launched to facilitate the accession to and the implementation of the UN legal instruments relevant for road transport in the Mediterranean region.

III. Challenges for 2014 and Beyond

Resolving the TIR crisis with a positive solution and launching the eTIR remain the biggest challenges and will require political commitment, wisdom, flexibility and the full attention of all the key involved parties.

In the regulatory arena, high profile tasks include preparation for new legal instruments – unified railway law, a new International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, as well as several break-through amendments – AETR, the Vehicle Agreement of 1958, Vienna Conventions. At the same time the regulatory “machinery” for modifications to ensure timely up-dates will continue as part of our normal “doing business”.

In the area of technical assistance, capacity building and analytical activities:

- ✓ Horizontal themes require special attention. In this regard the ITS flagship round table of 2014 will be organized jointly with the government of Belgium;
- ✓ Building on and scaling up of past achievements can further improve consistency and efficient delivery. The ForFITS project for example developed a tool that can help assess the efficacy of national or local transport policies from the perspective of CO₂ reduction. However, the future use of the tool and UNECE involvement will largely depend on the available resources;
- ✓ The annual transport trends papers will continue to centre on a theme that is most relevant for the year. The 2014 edition will be on financing transport and this way parallels will be drawn to the infrastructure projects (TEM, TER and EATL) and the results of the 75th ITC session will be taken further.

Benefitting from the ESCAP-ECE cooperation and ensuring an ever increasing quality of the work of the SPECA project group on Transport and Border Crossing will mostly depend on finding synergies with other on-going activities.

Road safety remains a key over-arching thematic issue practically for all working parties and as we get closer to the mid-term review of the UN Decade of Action for Road Safety (2011-2020), the political attention and expectations are likely to grow.

In 2014 UNECE (the Transport and Environment Divisions) together with WHO Europe will co-organise the 4th High Level Meeting of THE PEP.

Finally 2014-2015 will witness several global meetings and decisions of high significance for the transport community. The ten year review of the Almaty Program of Action is due in the next couple of months. The Secretary General of the UN intends to convene a global transport conference and the negotiations about the post-2015 Sustainable Development Goals may determine the path of the transport sector both globally and at national level for the up-coming decades.



Transport Division

Main Achievements in 2013

- ✓ EATL Phase II completed, Ministerial Meeting and MOU signed, phase III launched
- ✓ Political commitment for unified railway law secured, Ministerial Meeting and MOU signed, EG activities launched
- ✓ ECE contribution to APoA review and regional review meeting jointly organised with ESCAP and OHRLLS
- ✓ This year's theme of the Transport Trends and Economics is Sustainable Urban Transport
- ✓ For Future Inland Transport Systems Project (ForFITS) produced tangible results
- ✓ Secured funding from the United Nations Development Account for a three-year global project on Customs-to Customs (C2C) electronic information exchange for transit
- ✓ Annual flagship workshop on ITS organised jointly with ITU
- ✓ Review of transport challenges in climate change adaptation completed
- ✓ THE PEP activities continued to attract high level interest and participation
- ✓ UN Road Safety Week organised in Geneva by UNECE in collaboration with main partners
- ✓ New regulations, norms and standards adopted for safer, cleaner and more efficient inland transport
- ✓ TER project management solved
- ✓ Extensive capacity building about UN legal instruments in transport
- ✓ Amendments to the TIR Convention, increasing transparency, entered into force
- ✓ Diplomatic communication is maintained in good spirit with all the key stakeholders in the crisis of the application of the TIR Convention in the Russian Federation
- ✓ Extensive capacity building about UN legal instruments in transport
- ✓ Finalized global Code of Practice for packing of cargo in containers and other intermodal transport units