

2015 – The Shift towards Sustainable Mobility and Transport



2015 Annual Report

**UNECE Inland Transport Committee
ECOSOC Sub-Committee of Experts on Transport of Dangerous Goods
and on the Globally Harmonised System of Classification and
Labelling of Chemicals
UNECE Sustainable Transport Division**

Transport in UNECE

The Division on Sustainable Transport of the United Nations Economic Commission for Europe (UNECE) services the Inland Transport Committee (ITC), the Economic and Social Council (ECOSOC) Sub-Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals, and their subsidiary bodies. The ITC is a unique United Nations intergovernmental body dedicated to inland transport with the overarching goal of developing inland transport in a safe, efficient and environmentally friendly way.

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

2015 was an important year for the United Nations, as its 193 member States adopted a global sustainable development agenda, comprising 17 Sustainable Development Goals (SDGs) designed to end poverty, create more global equality and improve lives in all corners of the world. This new agenda, entitled "Transforming Our World: The 2030 Agenda for Sustainable Development," was the outcome of the Sustainable Development Summit held from 25–27 September at UN Headquarters in New York. Countries officially adopted this historic new agenda, focusing on sustainability at the environmental, economic and social levels, in order to ensure that any success achieved with the agenda will be a lasting one.

The ITC and the UNECE Division on Sustainable Transport, which have always placed particular emphasis on the crucial role of transport for sustainable development, welcomed this new agenda and embraced it fully. As a result, many of the core activities in 2015 were dedicated to advancing sustainable transport and mobility. Notably, the division itself, formerly known as "Transport Division" is now the Division on *Sustainable* Transport, so as to better represent the focus of the work and activities on sustainability.

ITC at the heart of the global sustainable development agenda

The activities of UNECE and ITC in the field of transport have been actively representing the principles and objectives of sustainable development for several years. Having identified the mega-trend of the global policy agenda towards long-lasting results in combating climate change, poverty, and in increasing economic growth, social equality, health and safety, UNECE has not been waiting for the Sustainable Development Goals to get to work. It is worth noting that UNECE and the ITC have been involved in and contributing to sustainability from as early as 1992, when the United Nations' Earth Summit recognized the role of transport for sustainable development. Over the years, major United Nations decision making bodies have identified transport and mobility as being central to sustainable development. In this light, the Secretary General established and launched, in August 2014, a High Level Advisory Group on Sustainable Transport (HLAG-ST), representing all modes of transport including road, rail, aviation, marine, ferry, and urban public transport providers, along with Governments and investors, to develop concrete recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide, particularly in urban areas, and are actionable at global, national, local and sector levels. The policy recommendations, to be developed by the HLAG-ST, are expected to be reflected in a global sustainable transport outlook report that will be released in a first global High Level conference on sustainable transport convened by the UN Secretary General and likely to take place at the end of 2016.

Sustainable transport is, thus, essential to achieving most, if not all, of the proposed Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development. Although sustainable transport is not represented by a standalone SDG, it is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, infrastructure and cities and human settlements.

Against this backdrop, it is impossible not to notice the tremendous relevance of the work of ITC and its subsidiary bodies for the realization of the SDGs as adopted in September 2015 by the international community. UNECE, ITC and its subsidiary bodies have the possibility and the responsibility to position themselves at the heart of the sustainability cause, and to contribute as much as possible to its achievement. With this in mind, this report shows how directly linked and aligned all ITC activities are with the SDGs.

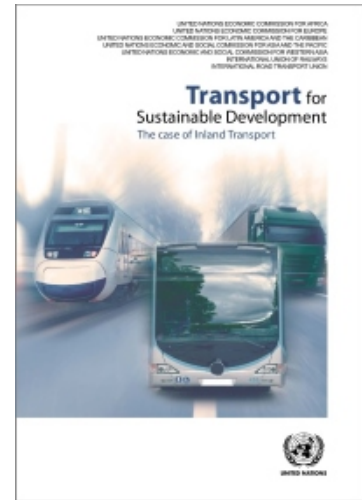
Consolidated view of the relevance of UNECE work in transport for the SDGs

| Sustainable Transport Division | | Analytical work | Capacity Building | Regulatory Work |
|--|--|---|--|---|
| 1 POVERTY | 1.4. ...ensure that all men and women, have access to basic services 1.5. ...reduce their exposure and vulnerability to climate-related extreme events | Transport for Sustainable Development: The case of Inland transport | | WP.5 |
| 2 ZERO HUNGER | 2.1. ...access to food all year round 2.a. ...increase investment...in rural infrastructure.. | Benchmarking transport infrastructure construction costs | | WP.5, WP.11 |
| 3 GOOD HEALTH AND WELL-BEING | 3.6. ...halve the number of global deaths and injuries from road traffic accidents 3.9. ...reduce the number of deaths from...hazardous chemicals and air pollution.. | <ul style="list-style-type: none"> a. Diesel Engine Exhausts b. Intelligent Transport Systems Strategy c. THE PEP d. R.S. papers | <ul style="list-style-type: none"> a. Support to Special Envoy on Road Safety b. Promoting R.S. c. R.S. I-Ins d. SAFETIS e. UNDA Road Safety Mgt Project | <ul style="list-style-type: none"> a. Perishable Foodstuffs (ATP) b. Road signs and signals c. Road Traffic rules d. Drivers fatigue e. UN Vehicle Agreements f. GHS recommendations g. CTU Code |
| 4 QUALITY EDUCATION | 4.3. ...ensure equal access for all women and men to ...education | <ul style="list-style-type: none"> a. Transport for Sustainable Development b. Sustainable Urban Mobility and Public Transport | | WP.5 |
| 6 CLEAN WATER AND SANITATION | 6.1. ...achieve universal and equitable access to safe and affordable drinking water for all | | | WP.5 |
| 7 AFFORDABLE AND CLEAN ENERGY | 7.3. ...improvement in energy efficiency... | <ul style="list-style-type: none"> a. Diesel Engine Exhausts | <ul style="list-style-type: none"> a. Promoting Vehicles Regulations b. Periodical technical inspections | WP.28, WP.5, WP.24 |
| 8 DECENT WORK AND ECONOMIC GROWTH | 8.8. Protect labour rights and promote safe and secure working environments for all workers | <ul style="list-style-type: none"> a. Mutual recognition of boat masters certificates b. Work of Crews of Vehicles Engaged in Int'l Road Transport | <ul style="list-style-type: none"> a. Work of Crews of Vehicles engaged in International Road Transport (AIETR) b. Code of Practice on the Packing of Containers | WP.24, SC.3, SC.1 |
| 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE | 9.1. Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure | <ul style="list-style-type: none"> a. ITS Strategy b. Border Crossing Facilitation Papers c. C.C. Adaptation | <ul style="list-style-type: none"> a. Financing Infrastructure b. TEM & TER and EATL projects c. BIC Facilitation | WP.30, WP.6 SC.1, SC.2, SC.3, WP.24, WP.5, WP.29 |
| 11 SUSTAINABLE CITIES AND COMMUNITIES | 11.2. Provide access to safe, affordable, accessible and sustainable transport systems for all | <ul style="list-style-type: none"> a. Sustainable Urban Mobility and Public Transport b. Transport for Sustainable Development c. ITS Strategy | <ul style="list-style-type: none"> a. Urban Mobility and Public Transport b. FORFITS c. SAFETIS d. THE PEP | WP.29, WP.15, WP.1 WP.5, SC.1, SC.2, WP.24 |
| 12 RESPONSIBLE CONSUMPTION AND PRODUCTION | 12.3. ...reduce food losses along production and supply chains... 12.c. ...fuel subsidies 12.4. ...achieve the environmentally sound management of chemicals ... | <ul style="list-style-type: none"> a. EATL, TEM, TER projects b. ATP Roadmap c. Border Crossing Facilitation Papers | <ul style="list-style-type: none"> a. UN Vehicle Agreements b. Perishable Foodstuffs c. Transport of Dangerous Goods d. GHS recommendations e. UNRS Conventions | WP.28, WP.5, WP.15, WP.11, WP.1 WP.30 |
| 13 CLIMATE ACTION | 13.1. Strengthen resilience and adaptive capacity to climate-related hazards 13.3. /13.a Climate Change Mitigation | <ul style="list-style-type: none"> a. C.C. Adaptation b. C.C. adaptation & transport | <ul style="list-style-type: none"> a. UN Vehicle Agreements b. Non road mobile machinery project | WP.28, WP.5, WP.24 |
| 14 LIFE BELOW WATER | 14.1. ...prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities..... | <ul style="list-style-type: none"> a. Ports Hinterland Connections | <ul style="list-style-type: none"> a. Transport of Dangerous Goods / ECOSOC recommendations | SC.3, WP.15, ECOSOC, WP.5 |
| 17 PARTNERSHIPS FOR GOALS | 17.5. Adopt and implement investment promotion regimes; 17.11 Significantly increase the exports of developing countries 17.17 Encourage and promote public-private partnerships | <ul style="list-style-type: none"> a. EATL, TEM, TER projects b. Transport for Sustainable Development | <ul style="list-style-type: none"> a. Work on Unified Railway Law b. Infrastructure c. BIC Facilitation | SC.1, SC.2, SC.3, WP.24, WP.5, WP.30 |

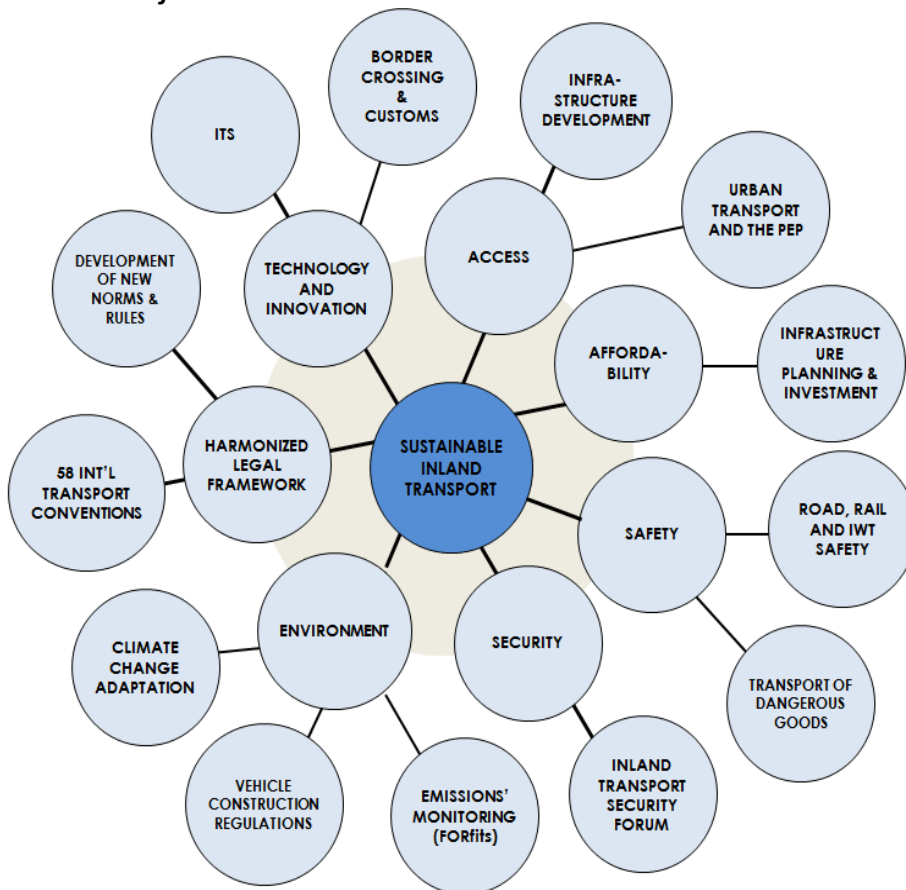
UNECE brings together all UN Regional Commissions for Sustainable Inland Transport

The publication “Transport for Sustainable Development: the case of Inland Transport”- with UNECE as the lead author – is the result of cooperation between the five Regional Commissions of the United Nations and key global stakeholders, in particular, the International Road Transport Union (IRU) and the International Union of Railways (UIC).

The study examines issues, progress and challenges in global efforts to achieve a transition to sustainable mobility of freight and people using inland modes of transport. While transport is a precondition for social and economic interactions, unfortunately, it also has negative impacts, such as road crashes, air and noise pollution, and greenhouse gas emissions. With a wealth of good and best practices, the study showcases results in mitigating the negative impacts, and also identifies the main challenges and opportunities to accelerate the transition to sustainability. It promotes an in-depth and real-world understanding of the five defining dimensions of sustainable transport – accessibility, affordability, safety, security and environmental performance – these dimensions are also duly expressed in the work of UNECE.



Dimensions of sustainable Inland Transport as expressed in the work of UNECE



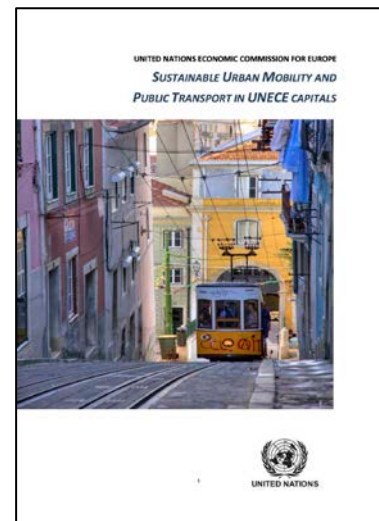
One of the main policy recommendations of the study is that in order to achieve this transition, transport for sustainable development needs to be seen as a political and financial priority for development policies across income groups and geographical regions. The study is launched officially at the 78th session of ITC, and aims to become a main reference document for policy makers and experts working towards sustainable inland transport.

UNECE paving the way to sustainable cities

In the urban context, public transport and mobility are crucial to eradicating poverty and increasing economic growth (access to markets and jobs), improving education (access to schools), protecting child and maternal health (access to medical services), and enhancing environmental sustainability and traffic safety.

The publication “Sustainable Public Transport and Urban Mobility in UNECE capitals” reviews the current situation and trends in urban passenger transport and urban freight distribution. Urban passenger and freight transport, while providing an essential service, also have negative impacts, leading to congestion, pollution and to traffic safety challenges, among others. Increasingly, passenger and freight movements are intertwined in a zero-sum game, having to utilize the same finite infrastructures and urban space to satisfy the ever-growing demand for mobility.

The analysis looks, in particular, at the demand for urban mobility and its distribution between the different transport modes vis-à-vis the accessibility and comfort provided through urban public transport. It also takes stock of the growing popularity of non-motorized transport in urban areas.



Connectivity: a sine qua non for sustainable development

Roads, bridges, rail lines and inland navigation ports, deliver economic and social benefits by connecting firms to international and regional markets (including the labor market), and by enabling individuals to reach water, fuel, schools, clinics, jobs, and relatives. When infrastructure is broken or congested, it no longer performs its connective functions, and the economy suffers. If essential transactions and movements are delayed or disrupted, transport costs rise, individuals lose time in unremunerated commuting, and firms must fight harder to compete.



Connectivity is, thus, measured by the ability and ease with which destinations may be reached from potential points of origin and vice versa. The more destinations that can be accessed, the greater the potential to supply transport services between these destinations, and the more frequent the services to the destinations in question, the greater the level of connectivity. In a nutshell, connectivity is the availability of transport that enables people and goods to reach a range of destinations at a reasonable cost and within reasonable time-frames. Every aspect of UNECE work is in one way or another aiming to increase connectivity. Successes and achievements of UNECE and the ITC in this direction are, inevitably, an invaluable contribution to the sustainable development agenda. Some concrete accomplishments of UNECE in 2015 in enhancing connectivity, in infrastructure agreements, infrastructure projects and other special programmes, are enumerated below:

European Agreement on Main Inland Waterways of International Importance (AGN) and Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)



- ✓ Progress towards the strategic development of European waterways for the establishment of an E-waterways network of international importance as a part of the pan-European transport system:
 - ❖ Initiation of a new package of amendments to AGN and AGTC in 2015;
 - ❖ Project to restore the Dnieper – Wistula section of the E 40 waterway linking the Baltic and the Black Seas: in 2015, discussions on the progress in the realisation of this project were held at the sessions of SC.3 and SC.3/WP.3, and the UNECE secretariat took part in the final conference in Lublin (Poland) on 15-16 December, where the results of the project's feasibility study were discussed.

Infrastructure projects

- ✓ Progress in the Euro-Asian Transport Links Project, bringing together 38 countries to operationalize overland road and rail routes connecting the two continents:
 - ❖ Three sessions held in 2015, to coordinate and plan investment in infrastructure along the routes;
 - ❖ Project close to completion.
- ✓ A new era for the Trans-European Motorways and Trans-European Railways Projects (TEM and TER)
 - ❖ Three workshops were held on: road safety management; road infrastructure financing; and environmental impact assessment;
 - ❖ The Steering Committee gave the mandate to the TEM Project Central Office (PCO) to foster the preparation of reports related to road safety, road financing and the TEM project strategy, based on information collected from the workshops held in 2015;
 - ❖ Preparation of a common methodology for the master plan of high-speed trains network in the ECE and TER regions;
 - ❖ In April 2015, TER PCO in cooperation with the Turkish government organized a workshop on “Interstate coordination of maintenance works on the corridors”.

Special Programme for the Economies of Central Asia (SPECA)

- ✓ 20th jubilee session of the SPECA Project Working Group on Transport and Border Crossing, Almaty, Kazakhstan, 10–11 September 2015:
 - ❖ Hosted by the Ministry for Investment and Development of the Republic of Kazakhstan and co-organised by UNECE and the UNESCAP;
 - ❖ Presentation of national transport infrastructure development plans and of activities undertaken to remove bottlenecks (both physical and non-physical);
 - ❖ Agreement that future technical assistance activities will give priority to data collection and processing in the transport sector, with a special attention to road safety;
 - ❖ Organization of a capacity building road safety workshop back-to-back with the TBC PWG, where SPECA countries presented their road safety situation, shared experiences on developing road safety legal and regulatory framework and setting up a road safety management system. Collection and analysis of road safety data for monitoring and evaluation and setting road safety strategic goals were considered to be one of the key challenges in the years to come;

Optimization of the use of new technologies to increase connectivity

Intelligent Transport System (ITS) applications for road transport have a huge potential to increase mobility and connectivity. Vehicle embedded systems will share and receive information that will have a tremendous impact on traffic management, road safety and environmental performance. They will provide the solution for effective multimodal transport systems managing the "last mile" logistics, providing increased connectivity for individuals and goods.

✓ The ITU/UNECE Symposium on the Future Networked Car 2015:

- ❖ Jointly organized on 5 March 2015 in conjunction with the Geneva Motor Show;
- ❖ Participation of leading experts from the automotive industry and regulatory bodies to discuss the latest developments of ITS and Automated Driving, focusing on "state of the art" technologies that enable the integration of information technology in vehicles.



✓ Automated Driving

- ❖ Global recognition, in 2015, of the contribution of WP.29 to the development of automated and connected driving by the transport ministers of the G7 States and the European Commissioner for Transport
- ❖ Continuation of WP.29 activities to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles;
- ❖ Inclusion of Autonomous Driving in the work of the Informal Working Group on ITS to address the challenges linked to vehicle automations



Increasing efficiency for sustainable economic growth

There is no commonly agreed definition of “operational transport efficiency”, simply because it encompasses too many different elements; as such the lowest common denominator is that transport efficiency is understood as the maximization of services at the lowest possible cost. UNECE includes, in this equation, the facilitation of throughput of international cargo through harmonization of laws and regulations, standardization of means and simplification of procedures. This ensures reliability and legal certainty and, as a result, sustainable economic growth. UNECE, in 2015, noted significant accomplishments in increasing efficiency, mainly in the field of border crossing facilitation as listed below:



The TIR Convention

✓ Geographical expansion:

Accession of the Islamic Republic of Pakistan on 21 July 2015, bringing the number of Contracting Parties to 69: This development is expected to help boost regional development and integration, especially along the regional trade corridors linking the 10 members of the Economic Cooperation Organisation (Afghanistan, Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkmenistan, Turkey, and Uzbekistan) which are now all TIR Contracting Parties.



In wide-ranging talks with Pakistan Prime Minister, Nawaz Sharif, at the White House, President Obama specifically highlighted the role of TIR in promoting economic growth and security.

✓ Increased transparency:

- ❖ Progress in the elaboration of new provisions for Annex 9, Part III of the TIR Convention aimed at strengthening the accountability and transparency of TIR operations carried out by the international organization authorized to manage the international guarantee system and to print and distribute TIR Carnets. The TIR Contracting Parties considered the so-called draft “o,p and q” provisions, in conjunction with related proposals to amend Annex 8 of the TIR Convention, with additional provisions that would provide the necessary scope to Contracting Parties to mandate or conduct additional examinations and audits of the authorized international organization.

- ✓ Supporting the training of Customs officials in the implementation of the TIR procedure:
 - ❖ TIR Seminar in Dushanbe, 19-22 May 2015, organized jointly by the TIR Executive Board and the TIR secretariat, in close co-operation with the customs service under the Government of the Republic of Tajikistan and the Organization for Security and Co-operation in Europe (OSCE) and held at the OSCE Border Management Staff College.

Computerization of TIR

- ✓ Efforts to computerize the TIR procedure gained momentum in 2015:
 - ❖ Conclusion of the work on the technical and conceptual aspects of eTIR;
 - ❖ Establishment of a dedicated expert group to work on developing the appropriate legal framework for computerization: With participants representing 13 countries, the first session of the Group of Experts on Legal Aspects of Computerization of the TIR procedure met for the first time on 16-17 November 2015 and agreed on the modalities on its work for the next two years;
 - ❖ Launch of a pilot project on eTIR, with Turkey and Iran (Islamic Republic of) as pilot countries that will serve as a basis for identifying any potential drawbacks in the system before complete operationalization of eTIR. The pilot is going to use existing electronic tools and build on them towards a completely paperless TIR procedure.



The Harmonization Convention

- ✓ Expansion of the scope of the Convention:
 - ❖ Discussion on a first draft of a new Annex 10 on border crossing procedures at seaports;
 - ❖ Finalization expected in 2016.
- ✓ Implementation monitoring and facilitation:
 - ❖ Biennial survey on the implementation of Annex 8 on road transport concluded in 2015;
 - ❖ Development of an action plan for the implementation of Annex 9 on rail border crossings.

Increasing efficiencies in rail transport

- ✓ Adoption of amendment proposals to the European Agreement on Main International Railway Lines (AGC) prepared in consultation with the European Railway Agency (ERA);
- ✓ Progress on the cooperation with the ECE centre of excellence on Public Private Partnerships and the hosting on the web site of the Working Party of a tool which evaluates investments on railway infrastructure under Public-Private Partnership solutions;
- ✓ Presentation and discussion of case studies on railways reform;
- ✓ Review and approval of the revised rail productivity indicators;
- ✓ Substantive discussions on rail security;
- ✓ Presentation of the pilot phase of the international rail security observatory;
- ✓ Organization of a workshop on rail safety trends and challenges in cooperation with UIC during the Working Party session, which attracted the interest of numerous delegates from several countries and international organizations.



Unified Railway Law

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

- ✓ The Group of Experts will continue its work in 2016 focusing on the:
 - ❖ Coordination of the preparation and/or review of the already prepared necessary documents for rail transport by the relevant international associations in the railway sector following the draft legal provisions;
 - ❖ monitoring of the results of draft legal provisions' pilot tests and preparation of recommendations accordingly.

Passenger rail transport

- ✓ Draft New Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage:
 - ❖ A comprehensive legal instrument that can accommodate all types of border controls related to the international movement of passengers and their baggage was considered in 2015.

Customs-to-Customs (C2C) data exchange project

- ✓ UNDA funded project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”
 - ❖ implemented by UNECE in close collaboration with the other UN Regional Commissions;
 - ❖ The project aims to improve information sharing and communications through the development and deployment of tailored customs to customs communication systems in the following pilot countries: Costa Rica, Georgia, Kyrgyzstan, Morocco and Tunisia;
 - ❖ Three workshops organized in 2015 (Costa Rica, Georgia and Kyrgyzstan);
 - ❖ Various technical assistance contracts have been awarded by UNECE, UNECLAC and UNESCAP to consultants that will help pilot countries to advance the C2C electronic data exchange agenda;
 - ❖ UNECE hired a company to develop and deploy a C2C exchange platform.

International Convention on the Registration of Inland Navigation Vessels

- ✓ Revitalization of the Convention
 - ❖ Recognition of its importance for transparency, uniformity and effective monitoring;
 - ❖ Discussions on how to make it an effective and viable instrument meeting the current needs of the inland waterway community.





Enabling and facilitating implementation of the WTO TFA

The World Trade Organization (WTO) Trade Facilitation Agreement (TFA), one of the most concrete outcomes of the Doha negotiation round, is designed to streamline customs procedures, increase transparency, foster customs cooperation and reduce red-tape and redundancies in order to expedite trade flows. In 2015, WP.30 turned its attention to the overlapping relevance of border crossing facilitation legal instruments and activities at UNECE as a medium to promote accession to and implementation of the TFA.

As such, a comparative table on the relationship between the Trade Facilitation Agreement with the TIR and the Harmonization Conventions was developed, followed by the publication of the leaflet “The United Nations Transport Conventions on border crossing facilitation – benefits for governments”, developed in cooperation the International Road Transport Union (IRU).



Safety: It doesn't happen by accident

Ensuring safe, efficient, secure and sustainable transport is something many take for granted. Few stop to think why road networks function the way they do. But the growing numbers of vehicles, their drivers and passengers on the road, as well as burgeoning domestic and international trade and movement of cargo, underline the critical task of ensuring road safety around the world. UNECE continued throughout 2015 to work on this critical task to help ensure safe road transport. Its work aimed to further contribute towards achieving the overall goal of the United Nations Decade of Action for Road Safety and the newly agreed stand-alone road safety target of the Health Goal of the 2030 Agenda for Sustainable Development. To do it effectively, UNECE worked in the context of its Road Safety Action Plan with 11 specific goals related to the five pillars of the UN Decade of Action.



| | | |
|--|---------------------------------|---|
| | Road safety management | 1. Boost political will and support government strategies |
| | Safer road users | 2. Protect vulnerable road users 3. Turn road safety training, education and behaviour into knowledge management 4. Raise awareness, fundraise and advocate for road safety |
| | Safer roads and mobility | 5. Make roads safer (including tunnels, rules, signs and signals) 6. Make technologies work for safer mobility |
| | Safer vehicles | 7. Make vehicles safer 8. Improve cargo safety 9. Improve the safety of transporting dangerous goods |
| | Post-crash response | 10. Mitigate the impact of road crashes 11. Learn from road crashes |

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

Group of Experts on Road Signs and Signals

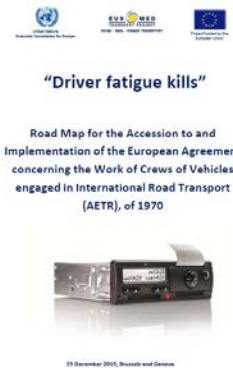
- ✓ Identification of inconsistencies and inadequacies between the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals and national legislation.
- ✓ Review of the road signs and signals along the roads of the Contracting Parties assisted by a UNECE developed web platform.

Group of Experts on Safety at Level Crossings

- ✓ Assessment of the crucial safety issues at rail and road interfaces.
 - ❖ Progress in formulating a strategy and an accompanying action plan for enhancing safety at level crossings.

European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport

- ✓ Agreement was reached on an amendment proposal to allow the accession of Algeria, Jordan, Morocco and Tunisia to the AETR agreement;
- ✓ Preparation of the Roadmap for the accession to and implementation of the AETR, jointly prepared by UNECE and the EUROMED Transport Project.



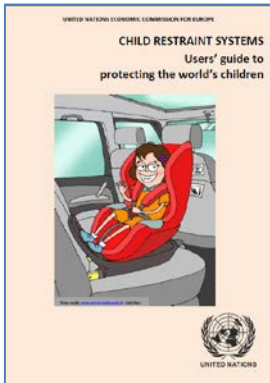
Safe Future Inland Transport Systems (SafeFITS)

- ✓ Launch of SafeFITS project in 2015:
 - ❖ Aims to develop a road safety module to facilitate knowledge based road safety policy decision making and, thus, support the implementation of the UN Decade of Action on Road Safety and reaching the SDG targets;
 - ❖ Ultimately will help reduce road fatalities and injuries;
 - ❖ The model will be based on historical road safety data and relations between several road safety parameters and it is expected to provide information on different road safety scenarios based on the chosen policies and measures;
 - ❖ Funded by IRU.

New boost for mobilizing sustained political commitment at the global level towards making road safety a priority worldwide.

- ✓ Special Envoy for Road Safety, appointed in April 2015 by the Secretary-General of the United Nations:

- ❖ UNECE hosts the secretariat of the Special Envoy;
- ❖ Dynamic steps towards raising awareness of the United Nations road safety legal instruments, of which UNECE is the custodian.



Safety of children in cars

The World Forum for the Harmonization of Vehicle Regulations (WP.29) has established two comprehensive UN Regulations (No. 44 and No. 129) providing the technical and administrative requirements for Child Restraint Systems (CRS). To ensure the correct selection of type approved CRS, an information package for users and for policy makers has been elaborated and made available by the Sustainable Transport Division.

Capacity building for road safety

- ✓ 2015 Road Safety Performance reviews
 - ❖ Three-year project financed by UNDA;
 - ❖ UNECE in collaboration with UNECLAC and UNESCAP
 - ❖ Safety performance reviews will be carried out in Albania, Georgia, the Dominican Republic and Vietnam to review these countries national legal frameworks for road safety vis-à-vis the international regulations. Policy dialogue to increase the effectiveness of the institutional framework in managing road safety will be one of the main features of the project.

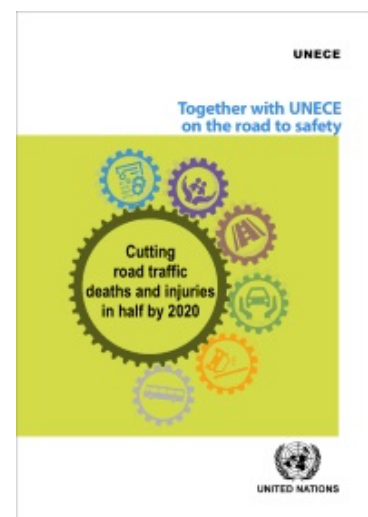


“Preventing Drink Driving in Africa” is the outcome of the UN Road Safety Conventions and Approaches to Preventing Drink Driving workshop, held in Addis Ababa, Ethiopia in November 2014. This e-book includes new survey results on road safety issues across the African continent, updates on the implementation of the African Road Safety Action Plan, and recommendations and international good practices to improve road safety. It also includes videos and presentations from the workshop. It is available on the UNECE website: <http://www.joomag.com/magazine/preventing-drink-driving-in-africa/0734314001426294499?short>

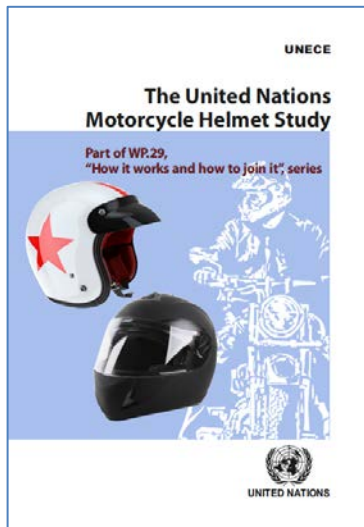
- ✓ Second Global High-Level Conference on Road Safety (Brasilia, 18-19 November 2015)
 - ❖ Active promotion of the United Nations road safety legal instruments and UNECE work on road safety, through the joint promotion booth of UNECE and the United Nations Secretary General’s Special Envoy for Road Safety and through participation in several different panels throughout the conference.

Mid-term review of the United Nations Decade of Action for Road Safety,

“Together with UNECE on the road to safety” is a 2015 publication in which the many courses of actions and tools developed by UNECE and ITC are described to show the UNECE input to the Decade of Action. In particular, the publication presents the work done under 11 goals of the UNECE Road Safety Action Plan. It covers each goal in detail – from protecting vulnerable road users to raising awareness for road safety, from making vehicles safer to mitigating the impact of road crashes. It provides a comprehensive overview, including the status and key results of its goals, as well as descriptions of specific UNECE/ITC initiatives and information on the challenges the overall road safety community faces. One of the main conclusions of this publication is that political will and the introduction and use of national strategies are likely to make the difference in helping to reach the main goal: halving the number of road traffic deaths and injuries by 2020.



Advocating for safe motorcycle helmets

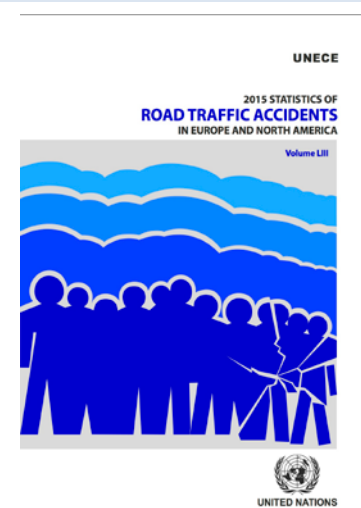


Motorcyclists are 26 times more likely to die in a traffic crash than the drivers of passenger cars. Wearing an appropriate helmet improves their chances of survival by 42 per cent and helps avoid 69 per cent of injuries to riders. The Motorcycle Helmet Study, published in 2015, examines issues, progress and challenges in efforts to improve the safety and wellbeing of powered two-wheeler riders through the appropriate use of type-approved motorcycle helmets.

Evidence shows that once internationally harmonized helmet regulations, such as the UN Regulation No. 22 type-approval system for helmets, are in place and laws on helmet wearing are enforced, the injury and fatality trends tend to reverse. In examining the relationship of income growth and national motorcycle fleet expansion, this study argues the socio-economic case for introduction of helmet regulations and enforcement of helmet wearing laws by delivering a cost-benefit analysis of taking such legislative actions. The study also addresses the emerging dilemmas pertaining to ensuring the safety of electric bike riders, a new and rapidly expanding profile of road users, including questions of developing adequate protective helmets for their riders and allocation of appropriate infrastructure for these vehicles.

Road Safety Data

Accurate information is essential to increasing road safety. In 2015, the Sustainable Transport Division Published Statistics of Road Traffic Accidents in Europe and North America. This publication provides comparable data on causes, types and results of accidents in Europe, Canada and the United States. Data are organized by nature of accident and surroundings; accidents while under the influence of alcohol; and the number of persons killed or injured, by category of road users and age groups. As background data, figures on the number of road vehicles in use and vehicle-kilometres run by road vehicles are also provided along with estimates of population and distribution by age group. This publication contains important statistical information for those involved in transportation planning and road safety issues.



New and amended Vehicle Regulations on Safety

WP.29: the coordinating body for the automotive sector within the United Nations system, in charge of providing leadership on safety and environmental performance of vehicles

- ✓ New regulations on safety aspects of E-mobility:
 - ❖ Regulation No. 134 on the safety related performance of hydrogen-fuelled vehicles and Fuel Cells;
 - ❖ UN Regulation on the safety of electric powered Two Wheelers.
- ✓ New regulations for increased passive safety of vehicles:
 - ❖ UN Regulation No. 135 on Pole Side Impacts (PSI) results in more stringent safety performance requirements for vehicles in case of lateral impact with a pole obstacle;
 - ❖ UN Regulation on Frontal Impact with a focus on Restraint Systems (FIRS), results in more stringent safety performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.
- ✓ Updated existing UN Regulations:
 - ❖ 89 amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing both the safety and environmental performance of vehicles.



European Code for Inland Waterways

The task of unifying navigation rules at a pan-European level in order to create efficient and sustainable inland water transport in Europe and to promote the safety of inland navigation by means of maintaining the core rules applicable to the traffic on inland waterways in the UNECE region has always been a priority. The latest edition of the European Code for Inland Waterways (CEVNI) adopted by SC.3 in November 2014 was released in 2015 in English, French and Russian. It is also available on the UNECE website.

River Information Services

- ✓ Ensuring up-to-date river Information Services in Europe to ensure safety and reliability of inland navigation on the basis of modern technologies and innovations by:

- ❖ revising Resolution No. 48 “Recommendation on electronic chart display and information system for inland navigation” (Inland ECDIS) together with updating Technical Appendices to it;

- ❖ Amending Resolution No. 57, “Guidelines and Recommendations for River Information Services”, and Resolution No. 63, “International Standard for Tracking and Tracing on Inland Waterways” (VTT).



Transport of perishable foodstuffs

The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control during carriage by road and rail. 49 countries are Contracting Parties to the ATP.

- ✓ Entry into force of amendments to the ATP in 2015 to prohibit the certification of all curtain-sided bodies under the ATP and miscellaneous provisions relating to the checking of insulated, refrigerated, mechanically refrigerated, heated or mechanically refrigerated and heated equipment.
- ✓ Adoption of new methodologies for calculating the mean surface area of the body of a panel van as well as inclusion of Illustrations on the three methods adopted in the ATP Handbook;
- ✓ Adoption of provisions related to independent equipment, non-independent equipment and a transitional provision for non-independent equipment in service;
- ✓ Adoption of comments clarifying the terms “minor and limited modifications to the amount and thickness of the insulating material”, “registered or recorded” and criteria to calculate total volume of the insulating material and inclusion in the ATP Handbook;
- ✓ Thanks to the cooperation with the EuroMed Project, a Road Map on how to accede to and implement the ATP agreement has been drafted and will be published in the course of 2016.

ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods, ADR, ADN, RID and Classification and Labelling of Chemicals

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

In 2015:

- ✓ Publication of the sixth revised edition of the GHS, the 19th revised edition of the Model Regulations and the sixth revised edition of the Manual of Tests and Criteria.
- ✓ Consideration of the 19th revised edition of the Model Regulations by the Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the Intergovernmental Organization for International Carriage by Rail (OTIF) and with the Central Commission for the Navigation of the Rhine (CCNR):
 - ❖ Adoption of a series of draft amendments to 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).
- ✓ Adoption of draft amendments on:
 - ❖ the instructions in writing to be carried on board the vehicles;
 - ❖ Electrical systems of vehicles, and the use of liquefied natural gas (LNG), compressed natural gas (CNG) and liquefied petroleum gases (LPG) as fuel for vehicles carrying dangerous goods.
- ✓ Draft amendments to ADN have also been prepared in 2015, and most of them were finalized in January 2016.
- ✓ All these draft amendments will be submitted to Contracting Parties to ADR, ADN and RID for acceptance in 2016 and entry into force on 1 January 2017.
- ✓ The ADN Administrative Committee issued derogations:
 - ❖ Authorizing the use of LNG as a fuel for propulsion instead of diesel on a trial basis for one new tank vessel, consistent with policies aimed at preserving the environment and reducing emissions. Currently, only liquid fuels with a flashpoint equal to or above 55 °C are authorized by ADN.



- ❖ Allowing the use of membrane tanks for the carriage of LPG on the same tank-vessel.
- ✓ Awareness raising on the transport of dangerous goods:
 - ❖ Participation of the secretariat in two workshops on road safety organized jointly with UNECA and ICAP;
 - ❖ Participation of the secretariat in several EuroMed events intended to promote the accession to ADR of a few Mediterranean countries which are not yet parties.
- ✓ Continuation of the updating of the legal instruments or national standards, in line with the provisions of the revised editions of the Globally Harmonized System (GHS) for the classification and labelling of chemicals.
 - ❖ In some other countries, the transitional period granted for achieving full compliance with GHS implementing legislation adopted before 2015 was completed during this 2015
 - ❖ Various projects and activities related to the implementation of the GHS were completed, initiated or continued in 2015, in Benin, Bolivia, Burundi, Colombia, Guatemala, Democratic Republic of Congo, Kyrgyzstan, Tajikistan, Haiti, Kiribati, Mali, Mexico, Togo and Tunisia.



Environmental performance of transport: a point of pride for UNECE



Demand for transport services grows in line with the global economy, trade and world population. As transport is a demand-driven industry, climate change-induced changes in e.g. population distribution, commodity production and its spatial distribution, tourism patterns and the trade and consumption patterns can also have significant implications.

Having this in mind, UNECE/ITC has been for years directing significant efforts and resources to address climate change mitigation and adaptation, as well as improved environmental performance of transport at the policy and the technical levels. In 2015, activities have continued to grow, as described below:

Environmental Performance Reviews led by the UNECE Environment Division

- ✓ The Transport chapters are developed by the Sustainable Transport Division, in 2015 for:
 - ❖ Georgia and Belarus;
 - ❖ A third EPR is also ongoing for Tajikistan;
 - ❖ The chapters cover all transport modes and all types of transport (passengers and freight, including transport of dangerous goods);
 - ❖ They contain conclusions and recommendations for national authorities;
 - ❖ Addressed primarily to governmental officials, international financing institutions, intergovernmental and non-governmental organisations, civil society, researchers and the business sector.

For Future Inland Transport Systems (ForFITS) Project

- ✓ Continued growth and relevance of the project in 2015
 - ❖ Use as a policy tool, as well as for the development of additional ForFITS applications by several countries;
 - ❖ Environment Canada funded a project to study the feasibility of expanding the use of ForFITS to non-road mobile machinery such as agricultural tractors.

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

- ✓ Jointly serviced by the UNECE Environment and Transport Divisions and WHO Europe
- ✓ Recognition of the contribution of THE PEP to active mobility and cycling by the EU ministers of Transport
 - ❖ THE PEP was explicitly mentioned in the Luxembourg Ministerial “Declaration on Cycling as a climate-friendly Transport Mode”, due to its work on the development of a pan-European masterplan on cycling.
- ✓ THE PEP relay race was re-launched in Paris as one of the main mechanisms to implement the Paris Declaration on Transport, Health and Environment.
 - ❖ 10-12 September 2015 the annual THE PEP workshop/relay race was held in Irkutsk, Russian Federation, on the “Improvement of Sustainable Urban Mobility for Better Health and Environment”.
 - ❖ 200 participants from 12 countries;
 - ❖ Development of an analysis on the environmental and health impacts of transport in urban settings.
 - ❖ Under the partnership on Goal 5 of THE PEP “to integrate transport, health and environmental objectives into urban and spatial planning policies”, the event titled “The Best Practice of Sustainable urban transport systems planning: from Realization of large-scale infrastructure project to Mobility Management” was held on 15 and 16 October 2015 in Moscow, coinciding with the Celebration of 85th Anniversary of the Scientific and Research Institute of Motor Transport
- ✓ 2015 annual Symposium of THE PEP
 - ❖ Theme on “Reducing transport-related emissions for a better environment and human health”;
 - ❖ Addressed challenges and best practices in mitigating harmful emissions, GHGs, air pollutants and noise from the transport sector, focusing on priority goal three of the Paris Declaration;
 - ❖ The outcomes of the Symposium will be reported to the Eighth Environment for Europe Ministerial Conference, to be held in Batumi (Georgia) between 8–10 June 2016.



Improved environmental performance of vehicles

- ✓ Better emissions testing
 - ❖ In 2015 WP.29 conclusion of several years of work in 2015 on amendments to the Global Technical Regulation No. 4 on the World Heavy Duty emission test Cycle (WHDC) to follow the new series of emission test cycles that was initiated with the World Light Vehicle Test Procedures (WLTP).
- ✓ Providing the global discussion forum on the Volkswagen emissions' issue
 - ❖ Formal exchange of information within WP.29
 - ❖ Coordination of future actions

Promoting and supporting policy dialogue on electric vehicles

UNECE attended, as a keynote speaker, the Conference on “Future Mobility”, held in Dubai in 2015 and provided insight on the international technical regulations applied to electric vehicles. The conference, aimed to discuss the envisaged regulation of the United Arab Emirates concerning the introduction of electric vehicles, their promotion and also their technical performance in term of safety, environmental performance and usage (mileage).

UNECE at the 22nd ITS World Congress in Bordeaux, France

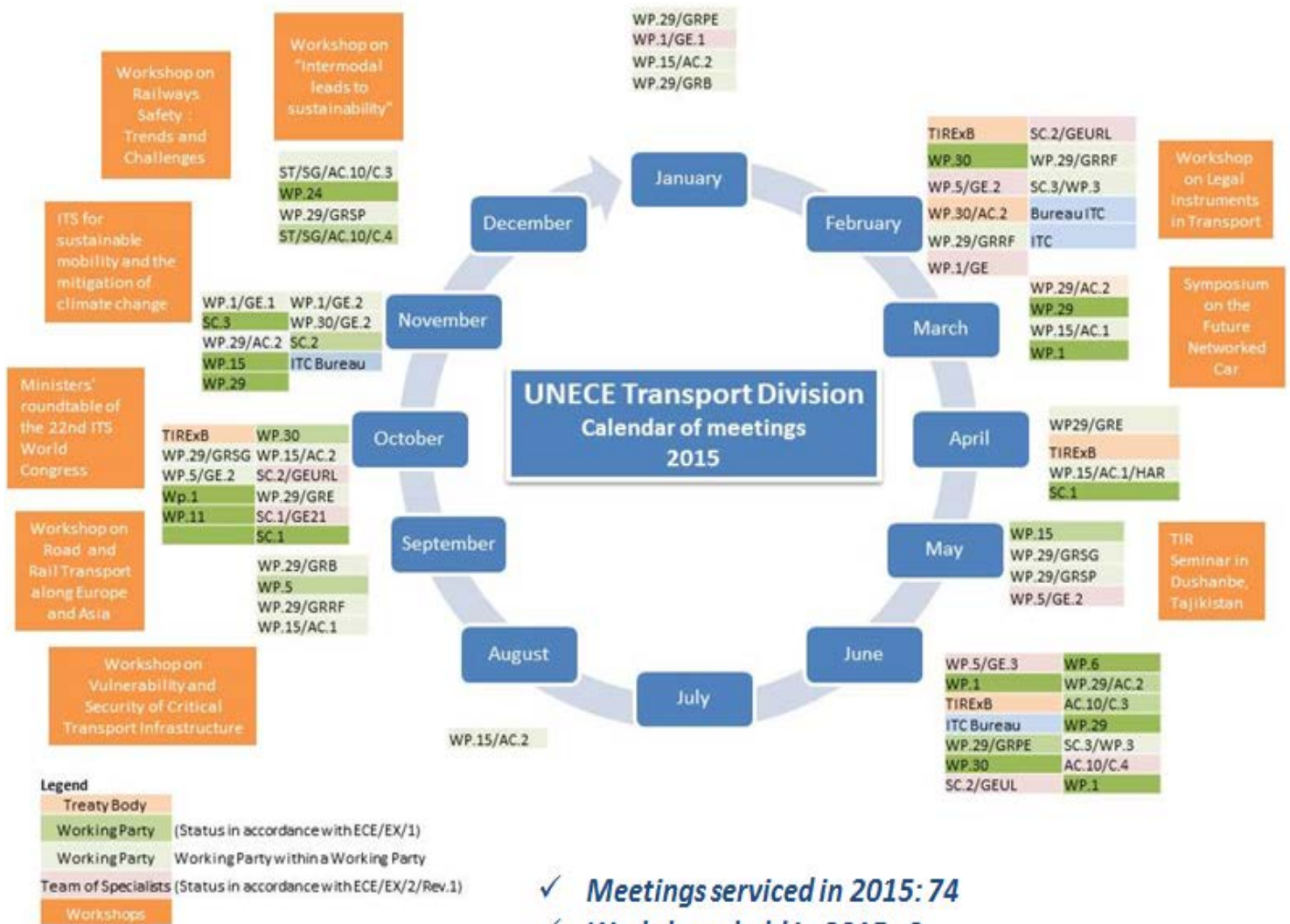
UNECE organized its annual flagship ITS workshop, this year in Bordeaux during the ITS World Congress 2015, in collaboration with the French Ministry of Ecology (MEDDE) and with the support of the Michelin Bibendum Challenge (MBC). In line with the objectives of COP21, international experts and decision-makers brainstormed on how new services in mobility and ITS technologies will have to improve road safety and transport efficiency as well as be used to mitigate climate change.

Ministerial Conference on Intelligent Transport Systems

On the initiative of France, the formal 22nd ITS World Congress opening was preceded by a ministerial' roundtable. Mrs Segolène Royal, minister of ecology, sustainable development and energy as well as Mr. Alain Vidalies, State Secretary for transport, the sea and fisheries invited their Counterparts throughout the world and proposed to focus on ITS development prospects for the benefits of the environment and climate. The round table was co-chaired by Commissioner V. Bulc (European Commission) and State secretary A. Vidalies (France) and moderated by E. Molnar (UNECE). The Conference adopted the manifesto "ITS addressing Climate Change".



2015 at a glance



- ✓ **Meetings serviced in 2015: 74**
- ✓ **Workshops held in 2015: 9**
- ✓ **Documents produced in 2015: 655**
 - ❖ 589 produced for ITC and subsidiary bodies
 - ❖ 66 produced for ECOSOC

Pressing on for more accomplishments in 2016

The major over-arching goal of UNECE moving forward is to stay on course with the Sustainable Development Goals. Other than staying involved in the process of the finalization of the indicators for measuring the SDGs in 2016, UNECE will scale up



its efforts to align its activities with the global sustainable development agenda. The scale and ambition of this new universal agenda is such that its success will largely be determined by its operationalization, in which UNECE will endeavour to play an active role. Due to the role of ITC in addressing global transport issues in the United Nations legal instruments and regulations under its purview of global and regional geographical coverage, 2016 will be the year to identify ways to strengthen its role and contribution in implementing the transport-related targets of the 2030 Agenda. Zooming in to specific activities of UNECE and ITC, in 2016 some of the main activities will involve:

✓ **Transport Statistics**

- ❖ Development of the statistical monitoring framework for SDGs as a member of the inter-agency and expert group on SDG indicators (IAEG-SDG) and the UNSC Friends of the Chair group on broader measures of progress.

✓ **Climate change**

- ❖ Further promotion of vehicle regulations that increase energy efficiency, thus reducing vehicles' emissions of CO₂ and pollutants;
- ❖ Development of best policy practices on adaptation of transport systems and infrastructure to climate change;
- ❖ Promotion of Intelligent Transport Systems that reduce emissions;
- ❖ Development of policy recommendations on the basis of the tool that assesses the impacts of transport policy options on CO₂ emissions (ForFITS);
- ❖ Promotion of cycling and walking under the Transport, Health, Environment Pan-European Programme (THE PEP).

✓ **Policy Dialogue, Capacity Building and Technical Assistance**

- ❖ The ITU/UNECE Symposium on the Future Networked Car 2016 organized in cooperation with ITU, will be held on 3 March 2016 within the 86th International Geneva Motor Show.



- ❖ The UNECE Inland Transport Security discussion Forum will be held in Geneva on 17 June 2016, focusing on the security of the global transport chain.

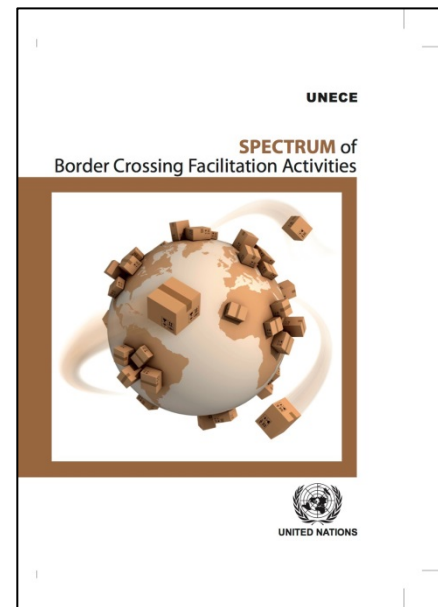
✓ **Road Safety**

- ❖ Continuation of the Safe Future Inland Transport Systems (SafeFITS) project and production of a draft SafeFITS model and application/user interface, which will be tested and verified through pilot tests in Phase IV. At the end of the Phase IV in 2017, the SafeFITS model should be ready for public/external use;
- ❖ Acceleration of the implementation of United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020);
- ❖ Finalization of a report on perceived inconsistencies and inadequacies related to the implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals and recommendations for actions;
- ❖ Finalization of a report describing key factors causing unsafe conditions at level crossings;
- ❖ Development of a strategy and an accompanying action plan for enhancing safety at level crossings.

✓ **Border Crossing Facilitation**

- ❖ Finalization of the extensive TIR Convention revision process, particularly on increasing the monitoring and transparency of the international guarantee chain and increasing the level of the guarantee per TIR Carnet;
- ❖ Development of a new International TIR Data Bank;
- ❖ Conclusion of the UNDA project on Customs to Customs data exchange;
- ❖ Conclusion of the eTIR pilot project with concrete recommendations for next steps;
- ❖ Development of the first set of draft legal provisions for the eTIR legal framework;
- ❖ Finalization of new Annex 10 to the Harmonization Convention on seaports;
- ❖ Finalization of the draft new Convention on facilitating the crossing of national frontiers by rail transport for passengers and their luggage;
- ❖ Hard-copy publication of the e-publication “Spectrum of UNECE Border Crossing Facilitation Activities”.

In an effort to inform member States of what tools exist to assist with facilitating efficient border crossing, the brochure "Spectrum of Border Crossing Facilitation Activities" was published as an electronic brochure in 2015. To maximize its promotional impact, UNECE will print the brochure in hard copy in 2016. The brochure provides an introduction to the existing UN Conventions administered by the ITC, covering issues related to border crossing facilitation, as well as other activities and tools developed to facilitate the international movement of goods and persons. This includes improving market-access and opportunities at the global, regional and sub-regional scale. Border inefficiencies are estimated to cost twice the amount spent on tariffs, including duties, import taxes and other fees. It is considered that the removal of those inefficiencies have the potential to increase global trade by as much as US\$ 1 trillion, creating as many as 21 million jobs worldwide.



✓ **Harmonisation of Vehicle Regulations**

- ❖ Finalization of draft amendment to the 1958 Agreement on uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals, to provide the basis for International Whole Vehicle Type Approval which will request the establishment of a new UN Regulation as well as an international data base on type approval data (DETA) at UNECE;
- ❖ Finalization of the discussion on the strategic direction of the establishment of future UN global technical Regulations under the 1998 Agreement on global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles has started in 2015 under the leadership of the three sponsor contracting parties, i.e. United States of America, Japan and European Union;
- ❖ Continuation of the work on automated/autonomous vehicles within the existing regulatory framework;
- ❖ Further strengthening of the system for periodic technical inspections as regulated under the 1997 Agreement on Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections and inclusion of passenger cars and light weight vans aiming at the introduction of new UN Rules until 2018.

Challenges in 2016 and beyond

UNECE/ITC will also have to tackle challenges; some of these challenges are practical, while others are of a more strategic and long term nature. Non-exhaustively, some of those with potentially high impact when overcome are as follows:

- ✓ **Supporting the inclusiveness of the UN Transport Conventions under the ITC purview**
 - ❖ Policy dialogue and capacity building in support of new accessions and implementation;
 - ❖ Support the opening of AETR to non-ECE countries.
- ✓ **Facilitating the political consensus on new legal instruments and on the strategic amendment of existing ones**
 - ❖ Unified Railway Law, passenger rail transport; OMNIBUS;
 - ❖ AETR, TIR, 1958 Agreement on Vehicle Regulations
- ✓ **Strengthening Road safety funding for:**
 - ❖ Ensuring that all efforts possible are made to help countries achieve by 2020 the goal of the United Nations Decade of Action for Road Safety and the SDG targets. To this end, the work focused on making safer roads and vehicles, educating road users, implementing and enforcing clear road traffic regulations as well as ensuring effective post-crash response needs to continue and be further enhanced both internationally and nationally;
 - ❖ Rounding up interest and ensuring concerted action to address the safety of pedestrians and cyclists, the use of motorcycle helmets and drink-driving;
 - ❖ International engagement is needed to develop and implement policies encouraging modal shift from private vehicle to public transport for urban mobility and from road to railway or waterway transport of freight;
 - ❖ Providing effective and well-coordinated assistance to strengthen national road safety capacities, in particular road safety performance audits and formulation of a range of tailor-made policy actions to be taken to improve road safety management systems. SafeFITS is to be also helpful in this context.
- ✓ **Ensuring the implementation of the Policy Recommendations set out in the White Paper on Efficient and Sustainable Inland Water Transport in Europe through:**
 - ❖ Improving the institutional framework at pan-European level;
 - ❖ Devising a new strategy for the Working Party on Inland Water Transport leading to an update of the terms of reference for the Working Party in this biennium;

- ❖ Organising the international conference of States with navigable waterways in 2017.
- ✓ **Maximizing efficiencies in Border Crossing Facilitation:**
 - ❖ By making sure that policy and legal work at the intergovernmental level can remain at pace with technological progress and computerization of trade and transport in particular, in order to enable prompt and full computerization of the TIR procedure;
 - ❖ By continuing efforts towards the full and uninterrupted functioning of the TIR system in all Contracting Parties.
- ✓ **Implementation of the UNECE ITS action plan:**
 - ❖ Requires coordinated work with a holistic approach between the subsidiary bodies of the Inland Transport Committee progressively by facilitating policy discussions at a high level forum; a holistic approach would boost and guide individual activities of the different subsidiary bodies and provide for the benefits of coordinated and harmonised work in the years to come.
- ✓ **Ensuring uninterrupted support to the UN Secretary General's Special Envoy for Road Safety:**
 - ❖ Facilitation of the consultations on the UN Road Safety Fund;
 - ❖ Ensuring the timely and high quality implementation of the extra-budgetary project that ensures the funding for the secretariat to the Special Envoy.

Some of the Main Achievements of 2015

Number of Contracting Parties increased to 1709 by 10 new accessions

Road Maps to facilitate accession to and implementation of the UN Transport Conventions:

- Two new drafts prepared: one on AETR and one on ATP - thanks to the cooperation with the EuroMed Project.

Analytical activities and Publications:

- Transport for Sustainable Development: The Case for Inland Transport
- Sustainable Public Transport and Urban Mobility, a study of 36 UNECE capital cities' urban transport systems
- The United Nations Motorcycle Helmet Study
- Together with UNECE on the road to safety
- UNECE Bulletins on Transport Statistics and on Road Traffic Accidents

Policy dialogue, Analytical activities and Technical Assistance:

- The SafeFITS project has been launched after funding was secured by IRU
- Major progress towards a new ForFITS module on non-road mobile machinery thanks to the funding by the Canadian government
- The UNDA project on Road Safety Performance Reviews has been launched
- The UNDA project on C2C communication has made progress in implementation
- Transport chapters in Environmental Performance Reviews (EPRs) led by the UNECE Environment Division: Belarus and Tajikistan
- ITS Flagship workshop in cooperation with the French Government, in the framework of the ITS World Congress in Bordeaux
- Moderation of the 2015 Ministerial Conference leading to the adoption of the Manifesto "ITS addressing climate change"
- Several workshops and roundtables organised, e.g. WP.24 workshop titled "Intermodality Leads to Sustainability"

Major Cooperation projects gained momentum:

- The UNECE-IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey began, with the first eTIR transport conducted in November 2015
- TEM – administrative arrangements completed to confirm the project manager; project cooperation took strategic shifts to road safety, ITS and financing
- TER – agreement reached that the project office will move to Belgrade, Serbia; the future flagship item of project cooperation on the TER High Speed Rail Master Plan has been launched
- EATL –phase III getting closer to completion
- THE PEP: Workshops in Irkutsk and Moscow, progress with the pan-European Master Plan on Cycling routes and lanes

Regulatory developments

Vehicle Regulations:

- Two new UN Vehicle Regulations annexed to the 1958 Agreement came into force and two more were adopted:
 - on the safety-related performance of hydrogen-fuelled vehicles (HFCV)
 - on Pole Side Impacts towards more stringent safety performance requirements for vehicles in case of lateral impact with a pole obstacle;
- Two new UN Vehicle Regulations agreed:
 - on electric powered two wheelers,
 - on Frontal Impact with a focus on Restraint Systems (FIRS),
- Existing UN Regulations were also updated with 89 amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing the safety and environmental performance of vehicles.
- An amendment to UN Regulation No. 51 (Noise) of the 1958 Agreement was adopted, which sets more stringent test requirements for the noise measurements better reflecting real vehicle use.

Dangerous Goods Transport:

- New version of UN recommendations on the Transport of Dangerous Goods (19th revised edition)
- New version of Manual of Tests and Criteria (6th revised edition)
- Entry into force of amendments to ADR, RID and ADN (2015 versions)

GHS:

- New version (6th revised edition) of the GHS published
- Increased implementation worldwide

ATP:

- Amendments to prohibit the certification of all curtain-sided bodies and provisions relating to the checking of equipment entered into force on 30 September 2015
- New methods for calculating the mean surface area adopted, as well as criteria to calculate total volume of the insulating material

Road Transport:

- Drafting of the OMNIBUS Agreement completed except for two issues of a political nature

TIR:

- version 4.1 of the eTIR Reference Model accepted as basis for future work
- eTIR pilot launched by UNECE and IRU
- eTIR legal group commenced its work

Rail Transport:

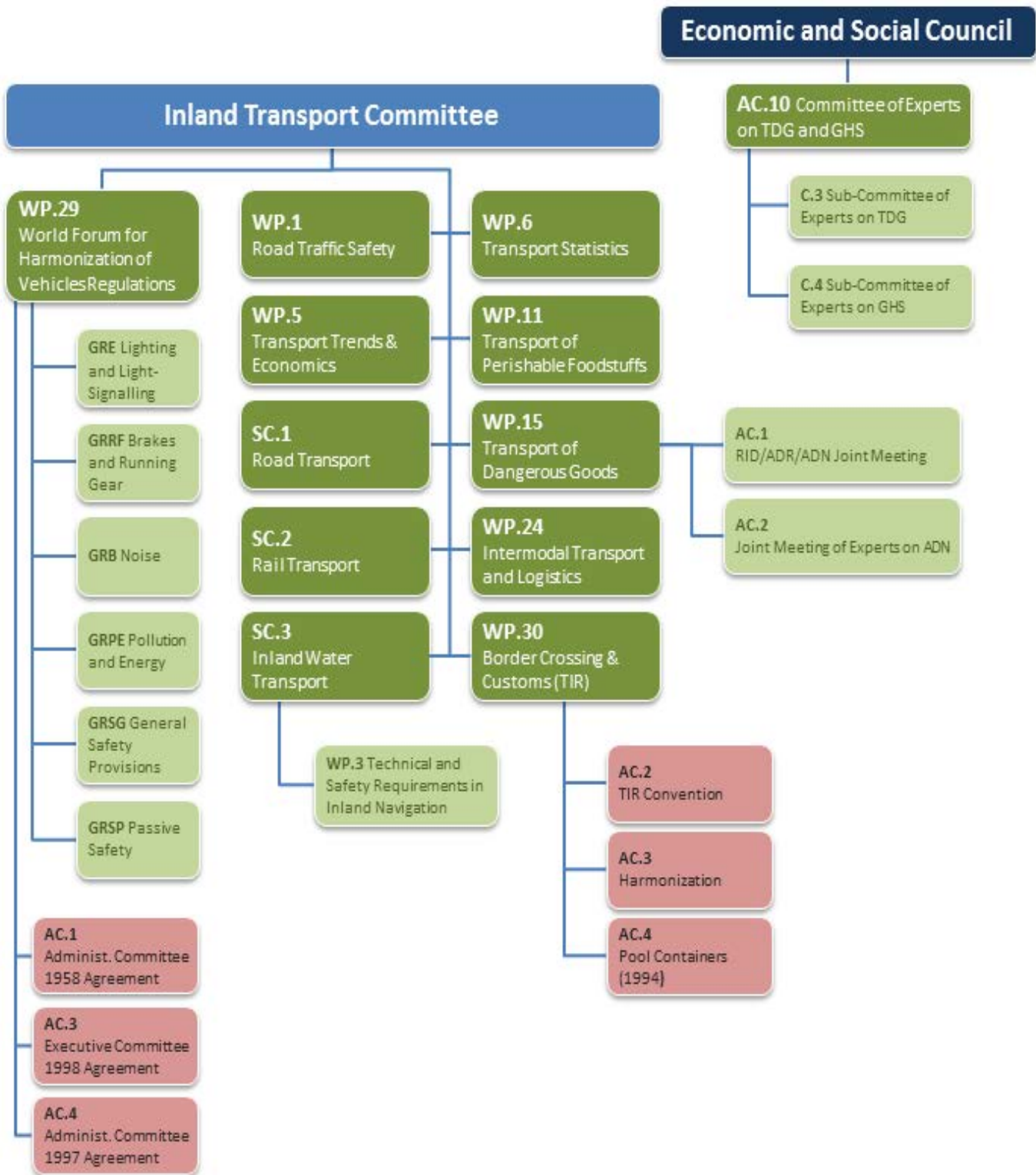
- The Group of Experts on Unified Railway Law prepared the draft legal provisions of the Unified Railway Law.
- SC.2 held in cooperation with UIC a successful workshop entitled Rail Safety: Trends and Challenges

Inland Water Transport:

- The fifth revised edition of CEVNI was published in both paper and online formats in English, French and Russian
- amendments to Annex II to the European Agreement on Main Inland Waterways of International Importance (AGN)

Communication outreach

- The UNECE-UIC-Swiss Railways awareness raising film on safety had more than 30,000 views
- Spectrum: Border Crossing Facilitation in follow up to the Road Safety Spectrum
- Brochures: Child restraints
- Leaflets: helmet wearing; child restraints; How does UNECE's work help enhance pedestrian safety; IWT activities; Intermodal Transport



UNITED NATIONS ECONOMIC
COMMISSION FOR EUROPE
Sustainable Transport Division

