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Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2018

2018 Draft Annual Report of the Sustainable Transport Division of the United Nations Economic Commission for Europe

Revision

Note by the secretariat

Summary

This document summarizes the achievements as of November 2018 of the Inland Transport Committee (ITC) of the Economic Commission for Europe (ECE) and the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods (TDG) and the Globally Harmonized System of Classification and Labelling of Chemicals (GHS). A complete version of the report, together with photos will be presented at the annual session of the Committee in an informal document.

The Committee may wish to:

- **Comment** on the substance, as well as on the presentation of the issues, achievements and challenges and
- **Provide guidance** on improving the visibility of these results, as well as on the future use of the Annual Report.



I. Introduction

1. The Sustainable Transport Division is secretariat to the ECE Inland Transport Committee (ITC), its 20 Working Parties, the ECOSOC Committees of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and to twelve treaty bodies that meet regularly to update and amend the United Nations legal instruments in their responsibility. In cooperation with the Transport Division of ESCAP, also services the United Nations Special Programme for the Economies of Central Asia (SPECICA) Project Working Group on Transport. The Division is the Executing Agency to the Trans-European Motorways (TEM) and the Trans-European Railway (TER) projects. The WHO Regional Office for Europe and the ECE Transport and Environment Divisions are secretariat to the Transport, Health and Environment Pan-European Programme (THE PEP). Since 1999, the Division provided extrabudgetary secretariat services to the TIR system. Since 2015, the Division provides extrabudgetary secretariat services for the Secretary-General's Special Envoy for Road Safety of the United Nations. Finally, since 2018 the Division provides extrabudgetary secretariat services for the United Nations Road Safety Trust Fund.

2. ITC is a unique United Nations intergovernmental body dedicated to inland transport with the overarching goal of developing safe, efficient and environmentally friendly inland transport. The primary focus of ITC and its subsidiary bodies is the administration of 58 United Nations conventions, agreements and other legal instruments, which shape the international legal framework for inland transport on road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction. The activities consist of policy dialogues, regulatory work, analyses, capacity-building and technical assistance. The decisions of the Division have a direct impact on the daily lives of people and businesses around the world.

3. The eightieth annual session of Inland Transport Committee (ITC) was held in 2018 with the participation of over 250 participants from 63 United Nations Member States, including transport ministers from Africa, Asia, Europe and the Middle East, heads and high-level representatives of intergovernmental and non-governmental organizations, and the private sector. The main highlights included:

(a) The keynote speeches and presentations from ministers, vice-ministers and heads of key transport organizations at the policy segment on "Intermodality: The key to sustainable transport and mobility" (for a full-fledged report see [ECE/TRANS/274/Add.1, Annex I](#)). The high-level policy segment was moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum (ITF);

(b) The launch of the road safety policy-making tool Safe Future Inland Transport Systems (SafeFITS) by Ms. Olga Algayerova, Executive Secretary of ECE, followed by statements from Mr. Yuwei Li, Director of the ECE Sustainable Transport Division, Mr. Umberto De Pretto, Secretary-General of the International Road Transport Union (IRU), and Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety.

4. The Committee adopted important decisions on the modalities of developing the ITC strategy until 2030, action plan and revised terms of reference for adoption at the Committee's eighty-first session in 2019. Furthermore, the Committee welcomed the Secretary-General's decision to establish a United Nations Road Safety Trust Fund, with ECE as its secretariat. For the full report of the meeting's decisions see ECE/TRANS/274.

II. Road safety

5. In many ways 2018 may mark a milestone for road safety in support of Member States efforts to meet the ambitious road safety targets set in the Sustainable Development Goals, because of decisive and potentially game-changing global developments, with the work of the Committee and its subsidiary bodies at the centre of the most important of them. Among the most consequential breakthroughs are the setting up of the United Nations Road Safety Trust Fund with ECE providing its secretariat and the adoption of General Assembly Resolution 72/271.

A. Launch of the United Nations Road Safety Trust Fund

6. Despite progress in improving road safety in some countries in the last decade, the overall global results are far short of the changes that are urgently needed to reduce global road fatalities and injuries. Road traffic injuries constitute the first cause of accidental death globally. The General Assembly, through resolution A/RES/72/271 of 12 April 2018, expressed the concern that target 3.6 of Sustainable Development Goal 3 will not be met by 2020 at the current rate of progress by Member States. The Resolution went one step further, by encouraging all United Nations Member States to accede to the legal instruments under the purview of the Committee and welcoming the establishment of the United Nations Road Safety Trust Fund to support progress towards achieving road safety-related Sustainable Development Goals and relevant global targets.

7. In response to the ongoing crisis, the United Nations Road Safety Trust Fund was launched in April 2018, with the aim to catalyse efforts to address the critical road safety situation by bridging the gaps in the mobilization of resources and ensuring the effective coordination of action at all levels. The Global Framework Plan of Action for Road Safety was introduced as a basis for funding criteria and priorities for Trust Fund activities. The Sustainable Transport Division of ECE will provide the secretariat of the Trust Fund based on extrabudgetary resources.

B. Regulatory achievements

1. “Resolution on the deployment of highly and fully automated vehicles in road traffic”

8. At its seventy-seventh session in September 2018, the Global Forum on Road Traffic Safety (WP.1) adopted a resolution titled “Global Forum for Road Traffic Safety Resolution on the deployment of highly and fully automated vehicles in road traffic”. The resolution is intended to guide Contracting Parties to the 1949 and 1968 Conventions on Road Traffic in relation to the safe deployment of highly and fully automated vehicles in road traffic and offers recommendations at a global level to achieve a safe interaction between highly and fully automated vehicles and all road users. The resolution was developed by WP.1 over the past 1.5 years. It is envisaged that the resolution will not only improve road safety, but that it will also provide social benefits for people who are unable to drive because of disability, advanced age, or health-related limitations.

2. “Fiftieth Anniversary of the 1968 Conventions on Road Traffic and Road Signs and Signals”

9. The fiftieth anniversary of the 1968 Conventions on Road Traffic and Road Signs and Signals on 8 November 2018 was celebrated with the release of several video clips – including one featuring WP.1 delegates highlighting the benefits and importance of the Conventions, and another providing an introduction to the UN’s core road safety-related legal

instruments. These include the 1968 Conventions on Road Traffic and Road Signs and Signals, the 1958 and 1998 Vehicles Regulations Agreements, the 1997 Agreement on Periodic Technical Inspection and the 1957 Agreement on Transport of Dangerous Goods by Road.

10. In 2018, Cabo Verde, Nigeria and the United Kingdom of Great Britain and Northern Ireland acceded to the 1968 Convention on Road Traffic.

3. “Group of Experts on Road Signs and Signals”

11. The Group of Experts on Road Signs and Signals (GERSS) has worked successfully over the past five years, discussing over 5,000 road signs used by contracting parties to the 1968 Convention on Road Signs and Signals, and is expected to complete its mandate in June 2019. In 2018, GERSS prepared its final report which contains proposal amendments to remove the inconsistencies and inaccuracies identified in the provisions of the Convention and its European Agreement. In addition, GERRS, with the support of the secretariat and the eCoRSS project, developed images not earlier included in the Convention and improved many sign images. The secretariat finalized the development of e-CoRSS which is an electronic version of the 1968 Convention on Road Signs and Signals with the financial sponsorship of the Easa Hussain Al Yousifi Charitable Trust.

4. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

12. Achievements in 2018 include:

- The Government of Turkey has begun the necessary steps to submit an amendment proposal to the UN Office of Legal Affairs to seek amendment of the AETR Agreement to make Lebanon eligible to accede.
- Commencement of work by the AETR Group of Experts to consider an amendment proposal for a new Appendix 1C on smart tachographs, including the creation of an informal group of experts to expedite the work by the AETR Group of Experts between sessions.

C. Policy Dialogues and Capacity Building in Road Safety

1. Road Safety Performance Reviews supported by the UN Development Account (UNDA) and the United Nations Secretary General’s Special Envoy for Road Safety

13. Road Safety Performance Reviews (RSPRs) aim to identify the most critical road safety gaps and priorities in the countries under review and thus help Governments to strengthen their road safety management capacities and effectively address and improve national road safety performance. In 2018 four RSPRs were conducted under the support of the United Nations Development Account (UNDA) and another two with the support of the United Nations Secretary General’s Special Envoy for Road Safety.

14. The UNDA Project assisted Albania, the Dominican Republic, Georgia and Viet Nam to enhance national road safety management capacities and raised public awareness on road safety issues. The four RSPRs mapped gaps and identified priority areas for road safety management in each country, helping countries to design targeted policy interventions. Specific recommendations were focused on addressing road safety challenges and saving lives on roads e.g. empowering national road safety coordination body, re-introducing Periodic Technical Inspections (PTI) for passenger vehicles, updating national road design standards and practices, and improving legislation on transport of dangerous goods. The RSPRs were published in June 2018. Based on its findings national capacity-building

workshops took place to provide further training on the priority areas identified through the Reviews and on accession and implementation of United Nations road-safety related legal instruments in road safety. For a more complete description of the UNDA-supported Reviews, see ECE/TRANS/2019/12.

15. Two further RSPRs, in Cameroon and Uganda, supported by the United Nations Secretary General's Special Envoy for Road Safety and following the same methodology were completed in 2018. Furthermore, the Government of Kazakhstan invited ECE to carry out Kazakhstan RSPRs in 2018-19. For a more complete description of the Special Envoy-supported Reviews, see ECE/TRANS/2019/13.

2. Safe Future Inland Transport Systems (SafeFITS) – a road safety decision making tool

16. The primary objective of SafeFITS is to assist governments and decision makers to identify the most appropriate road safety policies and measures, by providing information on anticipated outcomes of different road safety scenarios. The full operation phase of the policy tool started in February 2018 and SafeFITS is available to the public at: <https://unecetrans.shinyapps.io/safefits/>

17. To test the SafeFITS model and web-based tool, two pilot projects were organized in Albania and Georgia in the first half 2018. Pilot projects tested recommendations of the Albania and Georgia Road Safety Performance Reviews. The tests were used to fine tune the model and analyse the road safety data collection mechanism and methodology in beneficiary countries.

18. Due to availability of new global data set (WHO, Global Status Report on Road Safety 2018) discussions on modalities to update all SafeFITS components (database and statistical models) are taking place.

3. Capacity building workshops

19. In November and December, the secretariat organized two more workshops centred on helping member States to improve sub-regional connectivity and road safety:

- “Strengthening Regional Rail Transport Connectivity”, held in Athens (29 November 2017). The Workshop was attended by more than 40 high-level representatives from 10 South-East and Central European countries and international organizations.
- The “Danube Region Transport days 2018”, held in Ljubljana, Slovenia (4-5 December 2018). The workshop was attended by more than 80 participants and focused on exchanging experiences, results and ideas on connectivity, transport infrastructure development, road safety and development of railway passengers' transport in the Danube macro-region.

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

20. Since his appointment in 2015, the United Nations Secretary-General's Special Envoy for Road Safety has helped mobilize sustained political commitment, raising awareness of and advocating for accession to United Nations road safety conventions, and advocating for adequate funding for global road safety. The Special Envoy's activities are aligned with targets 3.6 and 11.2 of the Sustainable Development Goals. For a full report of the Special Envoy's activities in 2018, see ECE/TRANS/2019/13.

III. Environment and Transport

A. Transport, Health and Environment Pan-European Programme

21. In 2018 the secretariat has continued to support the preparations for the upcoming fifth High-level Meeting on Transport, Health and Environment that will take place in Vienna in October 2019, including the preparation of a Declaration to be supported at the High-level Meeting. These preparations include the preparation of the third study on green jobs in transport, the study on eco-driving. They also include the finalisation of the infrastructure module of a masterplan for cycling promotion and of a handbook on sustainable transport and urban planning, in the framework of WP.5.

22. The Handbook in particular aims at supporting (a) the development of integrated transport and urban development and land use policies that consider environmental and health issues and quality of life perspectives; (b) awareness-raising among policy-makers at national level of the relevance and benefits of integrating transport and urban planning as well as providing them with inspiring examples of practices, and (c) awareness-raising internationally of the importance of linking sustainable transport policies with urban planning as a means to achieve multiple targets of the 2030 Sustainable Development Agenda. On 4 September 2018, in Geneva, as part of the WP.5, a workshop was held on “Integrated transport and urban Development including environmental, health and quality of life perspectives” in order to support the preparation of the Handbook. The publication is expected to be launched and potentially adopted at THE PEP Fifth High-level Meeting in Vienna, in autumn 2019.

B. Transport and Climate Change

23. In 2018, in the second phase of the Group of Experts on Climate Change impacts and adaptation for transport networks and nodes (WP.5/GE.3), a lot of analytical work has been undertaken on the preparation of the so called “Hot Spots Map”. This is the process of matching available data on transport infrastructure and with projections of the different climatic factors. However, the experts agreed that a final and scientifically correct hot spots map could be produced only if other factors have been taken into consideration, including socio-economic factors, quality and type of the infrastructure, and adaptation measures already taken etc. The Group during its last session (7-8 June 2018) decided that the identification of hot spots by the Governments is a complex and long-lasting exercise where the match of accurate data on transport infrastructure and climatic factors projections is just the first step. A detailed analysis of the geomorphology, of transport infrastructure conditions, quality and technical specifications as well as sensitivity to climate change impacts should be performed. Furthermore, use of indicators to operationalise the exposure, sensitivity and criticality of network sections should be performed and forecasts for traffic and land use should be included.

IV. Capacity-Building and Technical Assistance

24. In 2018, the Sustainable Transport Division organized a whole spectrum of technical assistance activities (capacity-building projects, advisory services and workshops) to contribute to strengthening of the national capacity to accede and implement UN legal instruments administered by ITC. The Secretariat offered advisory services to member States on inland transport development, co-organized workshops, continued with implementation of capacity-building and sub-regional infrastructure developments projects. Two important

road safety projects (SafeFITS and Road Safety Performance Review) were finalized, bringing to member States the tools for evidence-based decision making in road safety. The SPECA Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) meeting (Astana, August 2018) strengthen the capacity of SPECA countries on sustainable transport, regional connectivity, road safety and better integration of landlocked developing countries. Under auspices of two sub-regional infrastructure projects (TEM and TER) three thematic reports were produced (TEM - TEM Network Report 2018, Business models for road sub-sector and TEM road and motorway maintenance standards) alongside with two thematic workshops.

A. Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects

25. The seventieth session of the TEM Steering Committee was held in Geneva on 14-15 March, and its seventy-first session was held in Warsaw on 10-12 October 2018. All activities foreseen by the TEM Strategic Plan 2017-2021 were implemented. Three thematic reports (TEM Network Report 2018, Business models for road sub-sector and TEM road and motorway maintenance standards) were prepared. The thematic workshop on “Road and motorway maintenance and business models for road sub-sector” was organized (Warsaw, Oct 2018). The 25th TEM iHEEP Area V 2018 Annual Meeting was held in Prague, Czech Republic, (28-30 May), dedicated to one of the priority topics of the TEM Project – Road Asset Management. Representatives of TEM member States and four Department of Transport of United States of America states shared their experiences and best practices on preparation of Transportation Asset Management Plans.

26. TEM participating Governments and the Project Central Office were actively involved in activities of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs.

B. TER contribution

27. Initiation of the TER High Speed Railway Master Plan Phase II was approved by the TER Steering Committee.

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

28. The 23rd session of the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity (WG-STTC) was held in Astana, Kazakhstan, on 27-28 August 2018, hosted by the Ministry of Investment and Development of Kazakhstan, and assisted by ESCAP and ECE. Representatives of four SPECA countries, namely Azerbaijan, Kazakhstan, Kyrgyzstan and Tajikistan, as well as Islamic Development Bank, international and domestic transport organizations participated in the event. As defined by the Programme of Work for 2018-2019, the WG-STTC focus was set to topics on improved transport connectivity which support achievement and monitoring of transport-related SDGs by SPECA countries. During the 23rd session participants discussed on implementation of SDG Target 3.6 (road safety) and SDG Target 9.1 (develop resilient infrastructure) and shared information on national achievements and future plans.

29. The *SPECA Workshop on Connectivity and Inland Transport Competitiveness* was held in Astana on 26-27 November 2018 with participation of six member States,

international organization and ECE. The workshop assisted participants to better understand international framework for transport connectivity, how to harmonize transport infrastructure development and the role of regional cooperation in achieving more efficient transport systems in Central Asia.

V. Road transport

A. “Increasing efficiencies in road transport”

30. Following on the success of the special session on e-CMR at the 112th session of The Working Party on Road Transport (SC.1) in October 2017, a follow up special session took place on 4 April 2018. There was a joint launch of The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) technical standards to support the creation and exchange of electronic consignment notes for the international transport of goods by road with the Economic Cooperation and Trade Division. The special session also discussed the operationalization of e-CMR and included presentations from the Government of the Netherlands, United Nations Commission on International Trade Law, International Road Transport Union and International Rail Transport Committee. At the request of SC.1, the secretariat prepared “without prejudice” guidance note on the legal aspects of the e-CMR for the 113th session of SC.1 in October 2018.

31. Iran (Islamic Republic of), Luxembourg, Republic of Moldova, Russian Federation and Turkey acceded to e-CMR in late 2017 and early 2018.

B. “Smarter roads for smarter mobility”

32. Traditionally, SC.1 has worked on the development and facilitation of international transport by road of both passengers and goods, helping to create simple harmonized transport rules and requirements. However, the harmonization of intelligent infrastructure had not received enough attention until April 2018 when SC.1 held a special workshop which explored practices, trends and perspectives in smart road infrastructure. These included a project called Traffic Management as a Service from the City of Ghent, Belgium, Julius Baer bank on future scenarios, Hellastron’s (Hellenic Association of Toll Road Network) virtual traffic management centre and National User Information System for the Aegean Motorway in Greece, FIA’s Smart Cities Initiative, and public/private partnerships and projects on smart infrastructure in the Netherlands.

VI. Rail transport

A. Increasing efficiencies in rail transport

33. This year saw the activities of the Working Party on Rail Transport at the forefront of discussions in the rail sector with the organisation of a Workshop on Rail Security held in conjunction with ITF and the International Union of Railways (UIC) at the ITF Annual Summit in Leipzig which brought together over 30 participants to discuss technical matters relating to rail security. This workshop also saw the relaunch of the Rail Security Observatory and its updated interface to include relevant news articles that may be of interest to member States.

34. During the Working Party on Rail Transport (SC.2) a workshop was held titled “Innovation in the railways: Making the railways of the future for the region. Over 60

participants heard and discussed national and international efforts to foster innovation and make the railways more competitive.

35. Further modifications to the European Agreement on Main International Railway Lines (AGC) were discussed and cooperation with the ECE centre of excellence on Public Private Partnerships was intensified with an update on activities that are of direct relevance to the Working Party.

36. As a follow-up to the workshop of 2017 on railway reform, a publication was prepared showing good practices and lessons learnt on railway reform across the region. As part of the ongoing work on reviewing railways and following the dissemination of a questionnaire with the assistance of UIC, a database and the first stage of data visualisation was prepared to show where major investments had taken place on the railways in recent years.

37. Further progress was made on the draft new Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage.

B. Unified Railway Law

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

39. The Group of Experts continued its work in 2018 focusing on preparing and agreeing in early 2018 its detailed workplan until the end of 2019 and then on implementing it accordingly, in particular:

- Preparing for real pilot tests of contract of carriage under unified railway law by agreeing on the documents for the tests and the parameters for cargo, as well as by clarifying the domestic procedures for the tests,
- Discussing the necessary scope of unified railway law, and
- Reviewing the options for converting unified railway law into a legally binding instrument.

VII. Vehicle Regulations

A. Reorganization

40. Following the decision of WP.29 in June 2018 to implement ITC Decision No.19 of 2018 and convert GRRF into GRVA, GRVA first met (25-28 September 2018). GRVA will retain GRRF activities related to autonomous, automated and connected vehicles and incorporate current activities, other than its coordination of the Informal Working Group on Intelligent Transport Systems/Autonomous Driving (IWG on ITS/AD). The process entailed a reallocation of certain former GRRF tasks to existing GRs (as listed in Annex 1 of WP.29-175-25), including all tyre-related activities to the Working Party on Noise (GRB). In this context, the change of the name to the Working Party on Noise and Tyres (GRBP) was confirmed by WP.29 at its 176th session in November 2018.

41. The activities of GRVA will include the development of a framework regulation on automated/autonomous vehicles. Some of the items that the group will address in the establishment of internationally harmonized regulations on automated driving technologies, that would enable drivers to benefit from a higher degree of automation of the driving task, and of enhanced safety and security, include:

- (a) Functional requirements for intelligent vehicle technology and systems applications (automation and connectivity) in vehicles;
- (b) New safety assessment method;
- (c) Cyber Security;
- (d) Software updates, including Over-the-Air;
- (e) Data Storage System for Automated Driving (DSSAD);
- (f) Periodic Technical Inspection Provisions.

42. At its 176th session, WP.29 adopted amendments to its ToR and RoP, reflecting the transformation of GRRF to GRVA as well as all related consequent adaptations.

B. 1958 Agreement

43. Three new United Nations vehicle regulations, aimed at improving vehicle safety and environmental performance entered into force in 2018:

(a) UN Regulation No. 0 on International Whole Vehicle Type Approval was adopted at the November 2017 session of WP.29: established uniform provisions, a system of mutual recognition for whole vehicle type approvals in the framework of the 1958 Agreement;

(b) UN Regulation No. 144 on Accident Emergency Call Systems was adopted at the November 2017 session of WP.29: uniform provisions concerning the approval of emergency call devices and motor vehicles with regard to the installation of these systems;

(c) UN Regulation No. 145 on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions was adopted at the November 2017 session of WP.29: separate ISOFIX and child restraint system anchorage provisions in UN Regulation No. 14 for facilitating the implementation of the International Whole Vehicle Type Approval.

44. WP. 29 adopted two new UN Regulations in 2018. Existing UN Regulations were updated by 100 amendments, which adapt the regulations to the most recent technological innovations and introduce more stringent limits aimed at increasing both the safety and environmental performance of vehicles. The regulations enter into force in January 2019:

(a) UN Regulation No. 146 on hydrogen and fuel cell vehicles of category L was adopted at the June 2018 session of WP.29;

(b) UN Regulation No. 147 on mechanical coupling components of combinations of agricultural vehicles was adopted at the June 2018 session of WP.29 to specifically address mechanical coupling in agricultural vehicle combinations.

45. As extrabudgetary funding for hosting DETA at ECE could not be secured (para.5, Informal document ITC (2018) No. 9), at its 176th session WP.29 reiterated the request for hosting DETA under the regular budget, and thanked Germany for hosting DETA until 2020 as an in-kind contribution (para.6, Informal document ITC (2018) No. 9).

46. At the 176th session of WP.29 in November 2018, the International Motor Vehicle Inspection Committee expressed its readiness to finance the development of the module for

Declaration of Conformity without any preconditions. The industry associations: International Organization of Motor Vehicle Manufacturers, the European Association of Automotive Suppliers and the European Tyre and Rim Technical Organization confirmed their intention to finance the module for the Unique Identifier once support for the financing of the hosting of DETA at ECE is given by the Executive Committee (EXCOM).

C. 1997 Agreement

47. Proposal for amendments to the 1997 Agreement introducing certain definitions, the possibility for electronic international inspection certificates and provisions on the conformity of periodic technical inspections, were notified by the Office of Legal Affairs.

48. In 2018, amendments to provisions for periodic technical inspections on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2) entered into force, extending the scope to passenger cars and small vans, introducing three risk categories of defects and assessment criteria for each of the test items as well as further test items for electronic controlled safety systems.

49. Two new UN Rules were adopted by the Administrative Committee of the 1997 Agreement (AC.4) and established as annexed to the 1997 Agreement. UN Rule No.3 sets out uniform provisions for Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) and/or Liquefied Natural Gas (LNG) in their propulsion system with regard to their roadworthiness. UN Rule No.4 establishes uniform provisions for periodical technical inspections of motor vehicles with electric and hybrid-electric propulsion systems with regard to their roadworthiness.

D. 1998 Agreement

50. In 2018, WP.29 concluded several years of work on new Global Technical Regulations (UN GTR):

(a) The new UN GTR No. 20 on electric vehicle safety was adopted at the March 2018 session of WP.29, and introduces performance-oriented requirements that address potential safety risks of EVs while in use and after a crash event, including electrical shocks associated with the high voltage circuits of EVs and potential hazards associated with lithium-ion batteries and/or other Rechargeable Electrical Energy Storage Systems (REESS) (in particular, containing flammable electrolyte);

(b) The amendment and adoption of amendments to UN GTR No. 9 (Pedestrian Safety), No. 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP)) and No. 19 (EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)).

51. Two new candidates for harmonization or adoption as UN GTRs were listed in the Compendium of Candidate: No. 14 - European Union Regulations Nos. 2017/1151 and 2017/1154 on Real Driving Emissions (RDE), and No.15 - methodology of Japan on Real Driving Emissions (RDE).

52. In June 2018 the development of a new UN GTR on a harmonized real driving emissions test procedure was initiated. The new UN GTR, that is expected to be adopted by 2020, will centralize expertise and resources for improved emissions measurement and also support significant economies of scale across the automotive sector.

VIII. Inland Water Transport

53. The International Ministerial Conference “Connecting by Inland Navigation” was held on 18–19 April 2018 in Wrocław (Poland), organized jointly by ECE and the Ministry of Maritime Economy and Inland Navigation of Poland. It was aimed at increasing the focus of policy on fostering the role of inland water transport and addressing challenges of sustainable development and mobility in inland water transport. The conference brought together more than 400 participants from 24 countries from Africa, Asia and Europe, but also from the European Commission, River Commissions, international associations and other key players. On 18 April, the conference adopted the Ministerial Declaration “Inland Navigation in a Global Setting” which established main objectives and actions required for the sector for the years to come and invited countries and all parties concerned to develop action plans for their implementation.¹ As of December 2018, the declaration has been signed by 18 countries.

54. In 2018, the Working Party on Inland Water Transport (SC.3) and its subsidiary bodies reached the following progress:

(a) the adoption of Addendum No. 1 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) at the sixty-second session of SC.3 (ECE/TRANS/SC.3/144/Rev.3/Amend.1);

(b) the preparation of an updated map of the European Inland Waterway Network in accordance with resolution No. 30, based on recent amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) and the Blue Book, available both as a GIS application and a printable pdf version;

(c) the ongoing work on the implementation and updating the European Code for Inland Waterways (CEVNI), which included:

- three meetings of the CEVNI Expert Group in 2018 (in February, June and October)
- the amendments to CEVNI adopted by SC.3 at its sixty-second session (ECE/TRANS/SC.3/115/Rev.5/Amend.2)
- the European Code for Signs and Signals on Inland Waterways (SIGNI) adopted by SC.3 as its resolution No. 90
- the publication “Implementation of CEVNI Revision 5” (ECE/TRANS/266);

(d) the ongoing work on harmonizing technical requirements for inland vessels included the adoption by SC.3 of the second revision of the Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels annexed to resolution No. 61 as its resolution No. 91, and the preparation of the Russian language translation of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN), edition 2015;

(e) workshops on automation, smart shipping and digitalization:

- The workshop “Autonomous shipping and Inland Navigation” held on 14 February at the fifty-second session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), organized jointly by ECE and De Vlaamse Waterweg nv (ECE/TRANS/2019/16)

¹ The text of the Ministerial Declaration is available at www.unece.org/fileadmin/DAM/trans/doc/2018/sc3/Ministerial-declaration_e.pdf.

- The workshop “Digitalization in inland water transport” held on 4 October 2018 at the sixty-second session of SC.3;
- (f) the ongoing work in the field of recreational navigation consisted of:
 - two meetings of the Informal Working Group on Recreational Navigation in February and November
 - adoption of the second revision of the European Recreational Inland Navigation Network (resolution No. 52) by SC.3 as its resolution No. 92
 - updates to the ECE database of models of the International Certificate for Operators of Pleasure Craft.²

IX. Transport Statistics

55. Through the Working Party on Transport Statistics (WP.6), ECE in 2018 continued to consider its role in relation to the 2030 Agenda for Sustainable Development on challenges concerning, amongst others, road safety and the environmental impact of transport. At its June meeting, delegates discussed a wide range of topics with a specific workshop dedicated to focus on improving data quality in inland waterway statistics. A key takeaway was the importance of new data sources, such as countries using Automated Identification System (AIS) data for vessel movements, which brings cost benefits but also challenges relating to data quality.

56. ECE also participated in a capacity building event organized by the EuroMed Transport Support Project in Athens to provide guidance on best practices in collecting road safety data to Mediterranean countries in North Africa and Western Asia. Concurrently, work continued to further enhance ECE’s data dissemination through improved data visualization and other substantive changes. Two of the more significant upgrades in 2018 were the dissemination of data on level crossing safety and rail accidents on the ECE statistics website, as well as the publication of an interactive map on road traffic as measured by the census of E-Road motor traffic conducted by ECE every five years. The map allows a visualization of traffic volumes which could have many applications including the identification of modal switching opportunities, road safety analysis and tracking Euro-Asian transport links.

57. In other ongoing work, ECE together with the ITF and Eurostat worked with an informal group of experts from countries and international organizations to agree upon new and modified definitions that will make up the 5th edition of the Glossary for Transport Statistics. This update is essential, for both users of ECE transport statistics as well as those collecting transport statistics at a national or local level to maintain common definitions of modern and relevant transport terms as needed for meaningful international comparisons, and also to reduce the reporting burden on statistics offices. All definitions were finalized in 2018 and the final document will be published in 2019.

58. Also, in 2018, ECE issued an update of its Inland Transport Statistics for Europe and North America publication (volume LIX). This publication presents statistics and brief studies on transport with data covering Europe, Canada and the United States of America. It brings together statistical information on all the modes of transport covered by the ITC (road, rail, inland waterways and oil pipelines) for all member States of the ECE region. A short summary at the beginning of each chapter provides some key figures on each sector, followed by detailed data on each of the statistics sub-categories. The next edition of this publication is expected in 2020 with the Road Accident Statistics publication to be published in 2019.

² www.unece.org/trans/main/sc3/icc_resolution_40.html

X. Transport Trend and Economics

A. Finalisation of the Euro-Asian Transport Links Project Phase III

59. The EATL Project, Phase I (2002–2007), Phase II (2008–2012) and Phase III (2013–2017) helped to lay the foundation for an operational Euro-Asian transport network through: the identification of routes, the prioritization of infrastructure investment projects, the development of a Geographical Information System (GIS) database, the analysis of non-physical obstacles to transport, the comparison study between maritime and inland transport, the organization of a number of national capacity-building workshops on transport facilitation as well as the efforts to operationalize those corridors by preparing common time schedules and tariffs.

60. In conclusion of EATL Phase III, an international conference was held in the framework of WP.5 entitled “Making Euro-Asian Transport Corridors Operational” (Geneva, 3 September 2018).

61. The Conference acknowledged the importance of:

- Further development of the effective transport linkages between Europe and Asia
- Eliminating bottlenecks
- Simplifying border crossing procedures; and
- Acknowledging the importance and the impact that the intelligent transport systems implementation, the digitalization of transport, the full computerization of border crossing points, the use of satellite track and trace services for both the rail and road services, the introduction of autonomous vehicles (trucks and locomotives) can have on the transportation along Euro-Asian transport routes and the need to pay particular attention to these trends.

62. To achieve these goals, due attention must be paid to unification of railway regimes and in particular to the reconsignment from SMGS to CIM along the corridors, which is a source of extra costs and time. Any mistake while translating from one consignment note to the other could be weeks of waiting time at border crossings etc. The non-existence of one contract of carriage, one liability and one consignment note along the total trip of the trains decreases the reliability of the services and the trust of the market in the services provided.

B. Achieving cost-effectiveness in inland transport infrastructure

63. During 2018, the Working Party on Transport Trends and Economics (WP.5), the think tank of the Sustainable Transport Division, continued to work on the development of an international transport infrastructure observatory for Asia and Europe in a Geographical Information System (GIS) environment to monitor developments on transport infrastructure in the ECE region. The observatory, funded through the Islamic Development Bank, is an innovative example of how Governments’ data on new transport infrastructure projects is presented to financial institutions in a transparent, comprehensive and “bankable” way. The observatory is devised as an online platform where (a) governments find all the relevant data to prepare, benchmark and present their transport infrastructure projects and (b) financial institutions can consider, analyse and compare projects from a regional/international perspective and identify projects to finance.

C. WP.5's Group of Experts on Benchmarking of Transport Infrastructure Costs

64. There remains a lack of agreed terminologies / definitions as well as benchmarking indicators for measuring and assessing transport infrastructure expenditures between countries and across spending options. Key gaps include: the lack of an analytical framework allowing such benchmarking as well as significant problems relating to data availability and ownership, definitions, coverage, quality and comparability of data. Nonetheless, benchmarking of transport infrastructure construction costs is recognised as a powerful tool to produce cost estimates and to keep expenditures in check. Acknowledging this fact, the WP.5's Group of Experts on Benchmarking of Transport Infrastructure Costs focuses on roads, ports and intermodal terminals as well as on inland waterways and railways.

65. In 2018, for all transport modes, including the intermodal terminals and the ports, sub-groups have been established. Draft terminology lists and questionnaires to collect data for the benchmarking study have been prepared. For roads, these terminologies and questionnaires have already been sent to the Governments to collect the relevant data. For all other transport modes, the work is in progress and further inputs are required by the Governments. The mandate of the Group has been extended for one more year.

D. Innovative ways for financing transport infrastructure

66. The 2018 ECE publication "Innovative ways for financing transport infrastructure" provides an overview of the many innovative ways through which transport infrastructure construction could be funded other than the government's available (public) resources. Inter alia, it refers to and illustrates the following financing models: user charges/ (e-)tolling systems, borrowing and private sector involvement, PPP programmes, land value taxation and many other initiatives. It also describes the need to design and implement a transparent and accountable procurement and management process for transport infrastructure projects. The publication is available on the ECE website.

XI. Border-crossing facilitation and the TIR

A. Global reach and new accessions

67. The global expansion of the TIR Convention, 1975, continued unabated in 2018, with the accession of Argentina, Qatar and Saudi-Arabia to the TIR Convention. With these latest accessions, the TIR Convention has seventy-five contracting parties. In addition, during 2018, the TIR system became operational in China, India and Pakistan and is now active in sixty-two countries.

B. eTIR pilot projects and new steps towards the full computerization of the TIR procedure

68. In 2018, ECE and IRU continued to work closely with customs administrations towards launching new eTIR pilot projects. The customs administrations of Azerbaijan, Georgia, Kazakhstan and Ukraine have confirmed their willingness to take part in an eTIR intermodal project between their countries and have accepted the standard conditions for computerization projects to be launched. The customs administrations of Azerbaijan, India and Iran (Islamic Republic of) met in Teheran on 2 and 3 July 2018 and expressed their willingness to work on an eTIR project along the International North-South Transport Corridor (INSTC), whereas Azerbaijan and Iran (Islamic Republic of) expressed an interest

to start working on the required developments for these projects in their national ICT customs systems as well as to start eTIR transports between both countries. eTIR transports continued to be carried out between Iran (Islamic Republic of) and Turkey, and efforts have been undertaken to extend the scope of the project to include more transport companies and more customs offices.

C. International TIR Data Bank and electronic tools of the TIR secretariat

69. In 2015, the secretariat began a project to develop a new International TIR Data Bank (ITDB), envisaged to consolidate all electronic applications currently managed by the TIR secretariat. In 2016, the first phase of the project was initiated, aimed at replacing the current applications (ITDBonline+, ITDB Web Services and ECE Register on Customs Seals and Stamps). In 2017, the new ITDB and the new ITDB web service were launched. Within months, the new ITDB had tripled the number of users in comparison to the previous version. The ITDB currently contains data of around 34,000 authorized TIR Carnet holders. A new module with a repository of customs offices was launched in May 2018 for use by customs officials. Public access to the ITDB customs office module is under consideration of TIRExB.

70. For details of the activities of the Working Party on Customs Questions affecting Transport (WP.30), its subsidiary expert groups and of the secretariat towards enhancing border crossing facilitation and relevant legal instruments under the auspices of WP.30 (Harmonization Convention, TIR Convention, etc.) see ECE/TRANS/2019/17. This includes the computerization of the TIR system in the framework of the eTIR project.

XII. Transport of dangerous goods and classification and labelling of chemicals

71. ECE work on administering and making available legal instruments as well as the related ECOSOC recommendations for transport of dangerous goods by all modes, and for the classification and labelling of chemicals, contribute to the safe management of chemicals through their life cycle (production, storage, transport, workplace and consumer use).

72. To address new challenges and to ensure the safety of people, property and the environment, these instruments are updated regularly in the light of technical progress, the advent of new substances and materials or the exigences of modern transport systems (e.g. provisions addressing the safe transport of lithium batteries to keep pace with their increasing development and wider use).

73. In 2018, the international legal instruments regulating air, maritime and land transport of dangerous goods were updated following the transposition of the provisions contained in the Model Regulations (20th revised edition) and the GHS (7th revised edition) prepared by ECE secretariat. This was done in a coordinated way by the international organisations involved, to ensure that the provisions may be applied simultaneously for all modes of transport as of 1 January 2019, as follows:

- For air and maritime transport, publication by ICAO and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;
- For rail transport, publication by OTIF of the 2019 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).
- For road and inland waterways transport, publication by ECE of the 2019 editions of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

74. Following its usual two-year cycle of work, the Working Party on the Transport of Dangerous Goods (WP.15) adopted in 2018 a series of amendments to ADR that will enter into force on 1 January 2019. The accession of Nigeria to ADR on 18 October 2018 brought the number of Contracting Parties to fifty-one (among which three are non-ECE countries: Morocco, Nigeria and Tunisia).

75. The 2019 edition of the ADR takes account of these amendments and contains new and revised provisions concerning, *inter alia*, articles which contain dangerous substances or articles; classification of ammonium nitrate-based fertilizers; classification of corrosive mixtures; cargo transport units containing lithium batteries; packing instructions for defective or damaged lithium batteries; transport of substances requiring stabilisation by temperature control; transport of vehicles powered by flammable liquids or gases, fuel cells or batteries; and safety of vehicles carrying dangerous goods (e.g.: fastenings, cables or equipment protection levels for energized circuits).

76. Similarly, the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) adopted in 2018 a series of amendments to the regulations annexed to ADN that will enter into force on 1 January 2019. The ADN has eighteen Contracting Parties.

77. In addition to the transposition of the provisions contained in the Model Regulations (20th revised edition), the 2019 edition of the ADN includes new or revised provisions specific to inland waterways transport such as those related to a new explosion protection concept that introduce a new classification of zones for the vessel and specifies the types of electrical and non-electrical equipment to be used in each zone. It also includes new provisions for degassing of cargo tanks and revised provisions for training of experts. Also, ADN 2019 will no longer allow the use of single-hull tank vessels for the transport of substances hazardous to health or to the environment, thus contributing to increased safety during the transport of these substances.

78. Regarding technical assistance, the ECE secretariat participated in 2018 in several meetings and workshops related with the implementation of transport of dangerous goods regulations and/or GHS, namely:

- UNDA Workshop on “Strengthening the Road Safety Management Capacities Project” in Albania;
- WHO Meeting on the safe shipment of infectious substances and presentation of the United Nations mechanisms for the international transport of infectious substance in Geneva;
- Seminar “Securing the transport of dangerous goods by road on the basis of the regulatory framework of ADR” in Morocco;
- Presentation on ADR for a Thai delegation visiting ECE, Geneva;
- AIEA Technical Meeting on the security of nuclear and other radioactive material in transport, Vienna

XIII. Transport of perishable foodstuffs

79. 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.

80. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control during carriage by road and rail. Fifty countries, including non-ECE countries (Morocco, Tunisia and Saudi Arabia) are contracting parties to the ATP. The Agreement:

- provides common standards for temperature-controlled transport equipment such as road vehicles, railway wagons and containers and the tests to ensure the insulating capacity of the equipment and the effectiveness of thermal appliances.
- contributes to the overall reduction of food waste due to inadequate transport conditions. The waste of millions of tonnes of foodstuffs is also a waste of very scarce or non-renewable production resources, such as land, water, energy, and chemical fertilizers and pesticides, and contributes to global warming. Food security is also affected by the waste of foodstuffs.

81. The ATP applies to the carriage of perishable foodstuffs performed on the territory of at least two Contracting States, by road, rail and by sea (sea crossings must be less than 150 km long). In addition, some countries have adopted the ATP as the basis for their national legislation.

82. The ATP contains, in addition to the text of the Agreement three annexes addressing:

- Definitions of and standards for special equipment for the carriage of perishable foodstuffs;
- Selection of equipment and temperature conditions to be observed for the carriage of quick (deep)-frozen and frozen foodstuffs; and
- Temperature conditions for the carriage of certain foodstuffs which are neither quick (deep)-frozen nor frozen.

83. In 2018, the Working Party on the Transport of Perishable Foodstuffs (WP.11) adopted a series of amendments to be notified to Contracting Parties for final acceptance. A key milestone was reached with the adoption of provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications. Because they do not damage the atmospheric ozone layer, they are often used as substitutes for ozone-depleting substances. However, F-gases are powerful greenhouse gases, with a global warming effect up to 23 000 times greater than carbon dioxide (CO₂), and their emissions are rising strongly. It is therefore important to facilitate the replacement of F-gases for new refrigerants to help reduce emissions and combat climate change.
