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**Draft Annual Report of activities undertaken
by the Committee's subsidiary bodies in 2015****2015 UNECE Sustainable Transport Division Annual Report****Note by the secretariat**

Since 2013 the Secretariat has been preparing an Annual Report not only as a contribution to the UNECE Annual Report, but also as a stand-alone summary of the achievements of the UNECE Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods (TDG) and the Globally Harmonised System of Classification and Labelling of Chemicals (GHS).

As the meetings of the ITC's subsidiary bodies, as well as those of the ECOSOC Committee of Experts, take place towards the end of each year, the draft annual report as submitted for translation in December may be subject to changes. Nonetheless, the Secretariat wishes to make the draft as complete as possible. A complete version of the report, together with photos will be presented at the annual session of the Committee in the form of an informal document.

The preparation of the Annual Report for the professional audience is also a learning process, in which the views and comments of the Committee are most appreciated. More precisely, the Committee is requested to:

- Comment on the substance, as well as on the presentation of the issues, achievements, challenges etc.
- Give advice on improving the visibility of these results, as well as on the future use of the Annual Report.

I. Introduction

1. The transport sub-programme of the United Nations Economic Commission for Europe (UNECE) services the Inland Transport Committee (ITC), the Economic and Social Council (ECOSOC) 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.

2. The primary focus of ITC and its subsidiary bodies is administering to the 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.

3. 2015 was an important year for the United Nations as its 193 member States adopted a sustainable development agenda including 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 an outcome of the landmark Sustainable Development Summit held from 25–27 September at UN Headquarters in New York. Countries officially adopted the historic new agenda, focusing on sustainability at environmental, economic and social levels in order to ensure that any success achieved with the agenda will be a lasting one.

4. The ITC and the UNECE Sustainable Transport Division, which have always been at the forefront of sustainable development in transport, 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. In fact the division itself, in an effort to better represent the focus on Sustainability which the Division had been moving towards over several years, was renamed into the Sustainable Transport Division.

II. Accomplishments in 2015

5. In 2015, much of the background work for sustainable transport came to fruition, and will be covered throughout this report. Here we will briefly list a few of the achievements which will be described in more detail in the appropriate sections.

6. To begin with, in the policy segment of the seventy-seventh session of the ITC held in February, was dedicated to Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era. This session highlighted the necessity of including these issues among the SDGs. Sustainable transportation is indeed sown throughout the SDGs.

7. A draft of Sustainable Public Transport and Urban Mobility, which was fully published later in 2015, was provided to the ITC for the Policy Segment. This study looks at 36 UNECE member States capital cities public transportation systems and compares and contrasts their best practices and levels of success. The study promotes both the available knowledge base and the lessons learned from these cities. It also draws attention to various features of the systems that may require changes for making the systems more sustainable.

8. The third SDG is "Ensure healthy lives and promote well-being for all at all ages." Part of that goal is to halve the number of road deaths by 2020. Road safety is one of the

issues that the ITC had been making great progress on for many years. In preparation for the Mid-term Review of the UN Decade of Action which took place in November in Brasilia, the Secretariat had prepared an implementation report titled “Together with UNECE on the road to safety”. In order to support knowledge development in road safety policies and building on the success of the ForFITS project, the SafeFITS project began in 2015. SafeFITS, which is described in full detail in the road safety section, will be a tool for decision makers to make better informed decisions about road safety policy by projecting the effects of different road safety measures.

9. Additionally an exciting advancement in the mission to highlight the issues of road safety took place. In April 2015, Secretary-General of the United Nations appointed Mr. Jean Todt as his Special Envoy for Road Safety. At the same time, it was decided that ECE will host the secretariat of the Special Envoy. The Special Envoy secretariat – funded from extra-budgetary resources - commenced its functioning in December 2015. In the meantime, the Sustainable Transport Division has provided substantive and administrative support to the Special Envoy.

10. The Highlight of the year was the publication of a global study on sustainable transport entitled Transport for Sustainable Development: The Case of Inland Transport. Under the leadership of ECE, this was a study made in partnership of all five UN Regional Commissions, the International Road and Transport Union (IRU) and International Union of Railways (UIC). It covers inland transport policies around the world. This publication is the most comprehensive of its kind. It looks at the environmental, social, and economic effects of inland transport policies from every continent.

11. Transport of dangerous goods and GHS publications remain among the top sellers of UN publications for sale, with the ADR – 2015 was the second best seller in the whole UN system.

III. Transport and Environment

12. As part of the cooperation between the UNECE Environment and Sustainable Transport Divisions in Environmental Performance Reviews (EPRs), Division staff have been actively involved in the preparation, fact-finding missions and authoring of a review of the transport sector in the third EPR Reviews of Georgia and Belarus. A third EPR is ongoing for the country of Tajikistan. The chapters covered all transport modes and all types of transport (passengers and freight, including transport of dangerous goods). The transport sector analysis concluded with a section containing conclusions and recommendations to the national authorities. EPR reports are 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

13. Building upon the successful conclusion of the UNDA phase in 2014, the ForFITS project continued to grow. Activities this year included countries using it as a policy tool, as well as the development of additional ForFITS applications.

14. A project funded by Environment Canada started to study the feasibility to expand ForFITS on non-road mobile machinery such as agricultural tractors.

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

15. One of the most active areas of the Committee's work in 2015 was to support governments in mitigating the negative impacts of transport on the environment has been the Transport, Health and Environment Pan-European Programme (THE PEP).

16. The highlight of 2015 for THE PEP was the invitation that it received by the EU ministers of Transport for its expertise in the promotion of active mobility and cycling in particular. In fact 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.

17. 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. Between 10-12 September 2015 the highly successful 2015 annual THE PEP workshop/relay race was held in Irkutsk, Russian Federation, on the "Improvement of Sustainable Urban Mobility for Better Health and Environment". The workshop attracted more than 200 participants from 12 countries and raised the opportunity to develop an analysis on the environmental and health impacts of transport in urban settings.

18. The 2015 annual Symposium of THE PEP was organized on "Reducing transport-related emissions for a better environment and human health", and addressed challenges and best practices in mitigating harmful emissions - GHGs, air pollutants and noise - from the transport sector. The Symposium discussed in-depth how the reduction of emissions of transport-related greenhouse gases and air pollutants can lead to a better environment and human health, reflecting the 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.

IV. Analytical activities and related publications

A. Publication: Transport for Sustainable Development – the Case of Inland Transport

19. The highlight of the year was the release of the publication Transport for Sustainable Development – the case of Inland Transport. This publication offers a balanced and comparative view of the progress and challenges in global efforts to achieve the transition to sustainable transport from the perspective of inland modes.

20. The publication is balanced because it recognizes that transport produces negative externalities, but at the same time it is a precondition for social and economic development. It is comparative because it brings together the cumulative experiences of the five UN Regional Commissions and global stakeholders such as the International Road and Transport Union (IRU) and International Union of Railways (UIC). In so doing, the publication promotes an in-depth and real-world understanding of the five defining dimensions of sustainable transport – accessibility, affordability, safety, security and environmental performance.

21. A common element is that transport is central in shifting to sustainable societies but a high level of political will is needed to decouple it from GHG, air and noise pollution and road crashes and other traffic accidents. Moreover, by providing access to markets and getting integrated into supply chains, transport is central to economic development and a driver for growth. Yet, many people do not have access to affordable and clean transport,

and many countries lack efficient access to world markets. One of the main policy messages 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.

B. Publication: Sustainable Public Transport and Urban Mobility

22. The Sustainable Public Transport and Urban Mobility publication promotes both the available knowledge base on sustainable urban mobility and the lessons learned from its application. For the latter, it offers the results from the analysis of the urban transport systems in 36 ECE capital cities and draws attention to various features of the systems that may require changes for making the systems more sustainable.

23. 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 looks into issues such as traffic congestion, road safety and environmental pollution including climate change. It also takes stock of the growing popularity of non-motorized transport in urban areas.

V. Transport Statistics

24. The Working Party on Transport Statistics (WP.6) developed common methodologies and terminology for the harmonization of statistics, aiming to develop indicators for sustainable transport. This includes methodologies for the collection and compilation of statistics on road, rail, inland waterway and pipeline, as well as on road traffic safety in cooperation with Eurostat and the International Transport Forum (ITF) of OECD, in order to improve international comparability of transport statistics. A Common Questionnaire (UNECE/Eurostat/ITF) was disseminated online in all UNECE official languages to streamline data collection procedures in the field of transport. Resolutions and recommendations to Governments on procedures and methodologies for the 2015 E-Road and Rail traffic censuses were also adopted by ITC.

25. In 2015 two major e-publications were released: the UNECE Bulletin of Transport Statistics and the UNECE Bulletin of Road Traffic Accidents. For the first time, data was also analysed, though in a brief way.

VI. Capacity-Building and Technical Assistance

26. In 2015, the Sustainable Transport Division supported implementation of UN legal instruments on transport through advisory services and co-organization of workshops. These include for example workshops on UN legal instruments (Geneva, February 2015), transport connectivity (Geneva, September 2015; Vienna, November 2015), road safety (Geneva, March and May 2015; Almaty, September 2015) and implementation of sub-regional projects. The SPECA Transport and Border Crossing Project Working Group meeting (Almaty, September 2015) tackled the issues of sustainable development of transport system, regional connectivity and better integration of landlocked developing countries and strengthened the capacity of SPECA countries to improve national road safety management systems. Through regional infrastructure (EATL, TEM and TER) projects and cooperation with the regional transport organizations (BSEC, SEETO, CEI), the Sustainable Transport Division aimed to improve intermodal transport, connectivity, facilitate border crossing and promote regional cooperation and integration. In cooperation with OSCE Border Management Staff College (Dushanbe, October 2015), UNECE

organized workshops for SPECA countries to increase the knowledge and capacities of 50 national experts on border crossing facilitation legal instruments.

A. Euro-Asian Transport Linkages (EATL)

27. The EATL project includes 38 countries that are on overland routes between the two continents. Sessions of the EATL Group of Experts were organised in Geneva (2–3 February 2015); Dushanbe (9–10 June 2015), this one hosted by the OSCE, and in Istanbul (20–21 October 2015), this one in cooperation with and sponsored by the Turkic Council.

C. Trans-European Motorway (TEM) and Trans-European Railway (TER) projects

28. During 2015 TEM activities included three workshops on topics like road safety management, road infrastructure financing and environmental impact assessment. The Steering Committee gave mandate to TEM Project Central Office (POC) to foster preparation of reports related to road safety, road financing and the TEM project strategy based on information collected from the seminars held this year.

29. In 2015 TER project managers worked closely with the secretariat of SC.2 in preparing a common methodology for the master plan of high-speed train networks in ECE and TER regions. In April, TER PCO in cooperation with Turkish government organized “Interstate coordination of maintenance works on the corridors” workshop. Pending administrative issues as Deputy Project Manager contract and new TER PCO Host Country Agreement are under finalization and it is expected to be signed in 2015.

D. The United Nations Special Programme for the Economies of Central Asia (SPECA)

30. The 20th jubilee session of SPECA Project Working Group on Transport and Border Crossing took place in Almaty, Kazakhstan, on 10–11 September 2015. The session was hosted by the Ministry for Investment and Development of the Republic of Kazakhstan and co-organised by UNECE and the UN Economic and Social Commission for Asia and the Pacific (ESCAP). National transport infrastructure development plans were presented including activities undertaken to remove bottlenecks (both physical and non-physical), and progress related to accession to and implementation of UN transport conventions. The quality and reliability of transport data remains a concern in most SPECA countries. As transport is included as a target under several Sustainable Development Goals, addressing this issue is rather timely. Thus it was agreed that future technical assistance activities will give priority to data collection and processing in the transport sector, but with a special attention to road safety.

31. A capacity building road safety workshop was organized back-to-back to 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 up of road safety strategic goals was considered to be one of the key challenges in the years to come.

VII. Road Safety

A. Safe Future Inland Transport Systems (SafeFITS)

32. A separate and stand-alone project – ‘Safe Future Inland Transport Systems (SafeFITS)’ – started with the aim to develop a road safety module and thus support the implementation of the UN Decade of Action on Road Safety. This is funded by the IRU.

33. Using the ForFITS principles, the road safety module SafeFITS aims to facilitate knowledge based road safety policy decision making to reduce road fatalities and injuries. SafeFITS was planned with the primary objective of assisting governments and decision makers to decide on the most appropriate road safety policies and measures in order to achieve tangible results in improving road safety. 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.

B. Road Safety Performance Reviews supported by the UN Development Account (UNDA)

34. UNDA financed project “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” aims to assist Albania, Georgia, the Dominican Republic and Vietnam to strengthen their road safety management system capacities, effectively addressing and improving national road safety records. The three-year project was launched in 2015 and is implemented UNECE, ECLAC and ESCAP.

C. UN decade of Action for Road Safety and regulatory achievements

35. The Second Global High-Level Conference on Road Safety was held in Brazil 18-19 November 2015. As part of ECE’s contribution to the conference the publication, Together with UNECE on the Road to Safety was prepared. UNECE has identified 11 goals derived from the five pillars of the Global Plan to form its strategic approach to road safety during the Decade. This report 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 report is that political will and the introduction and use of national strategies are likely to be the difference makers in helping to reach the main goal: halving the number of road traffic deaths and injuries by 2020. The report is currently available on the UNECE website.

VIII. Rail Transport

36. The Working Party on Rail Transport (SC.2) addressed a number of topical rail issues in 2015. One workshop on rail safety: trends and challenges was organised in cooperation with UIC during the Working Party session, which attracted the interest of numerous delegates from several countries and international organizations. Attention was given to the following issues:

- rail security and the presentation of the pilot phase of the international rail security observatory were discussed;
- the amendment proposals to the European Agreement on Main International Railway Lines (AGC) prepared in consultation with the European Railway Agency (ERA) were adopted;
- the cooperation with the ECE centre of excellence on PPPs 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 were presented and discussed;
- case studies on railways reform were presented and discussed;
- the new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail was discussed;
- the revised rail productivity indicators were reviewed and approved;
- the preparation of an action plan to monitor implementation of new Annex 9 to the harmonization convention was discussed and approved.

37. 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.

38. The Group of Experts will continue its work in 2016 focusing on the:

- (a) 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 prepared;
- (b) monitoring the results of draft legal provisions' pilot tests and preparation of recommendations accordingly.

IX. Inland Water Transport

The European Code for Inland Waterways (CEVNI)

39. Following the adoption of the fifth revised edition of CEVNI in November 2014, the paper and online versions of CEVNI, in English, French and Russian were published in 2015. The next step will be a revision of Resolution No. 59, Guidelines for Waterway Signs and Marking in order to bring it in line with the fifth revised edition of CEVNI.

40. The Working Party on Inland Water Transport (SC.3) approved further amendments to Annex II to the European Agreement on Main Inland Waterways of International Importance (AGN). Discussions have begun on how to bring in line the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (the AGTC Protocol) with the revised Annexes to AGN.

41. Several updates to ITC Resolutions 57a and 63 have been agreed to reflect developments in River Information Systems. The most significant update concerned Resolution No. 48, the Recommendation on Electronic Chart Display and Information System for Inland Navigation and its annex. The revision of this Resolution is aimed at facilitation of using electronic charts for inland navigation in Europe, updating on the basis of the latest versions of Inland ECDIS standards, including minimum requirements for Inland ECDIS in information mode and bathymetric Inland Electronic Navigational Chart harmonization of the text with other international regulations e.g. from the Central Commission for the Navigation of the Rhine and the European Union.

X. Intermodal Transport and Logistics

42. Following the approval of the Code of Practice for Packing of Cargo Transport Units (CTU Code) in 2014 by the ITC, International Labour Office (ILO) and International Maritime Organization (IMO) knowledge of the Code is spreading throughout the sector thanks to its availability in all official UN languages. In addition, some governments decided on its translation into local languages (for example in German). Furthermore, the Code is enacted into national legislation by some governments, e.g. plans on its insertion as a requirement into South African law beginning in 2016.

43. Activities of the Working Party on Intermodal Transport and Logistics (WP.24) have further focused on exchanging best practice in intermodal transport and logistics culminating in the workshop “Intermodality leads to sustainability” at the end of 2015. An important update has been made to the information available in relation to intermodal transport policies which should help member States understand how best to develop their intermodal sectors in the most efficient manner.

XI. Border Crossing Facilitation and the TIR

TIR

44. With regard to the application of the TIR Convention, the year 2015 continued to be marked by the so-called ‘TIR crisis’, which began in 2013 when the Federal Customs Service (FCS) of the Russian Federation decided that an increasing number of customs offices would no longer accept TIR guarantees issued by foreign national associations and to require, instead, that operators obtain a national guarantee. Despite ongoing efforts from the TIR governing bodies as well as at the national level, Russian customs continued not to accept TIR Carnets. However, towards the end of the year there was a small spark of hope, when, further to the circulation of a draft decree with a list of thirty-nine customs offices at various border crossings where TIR Carnets would once more be accepted, some of these customs offices already started to clear TIR transports.

45. In 2015, the Working Party on Customs Questions affecting Transport (WP.30) and the TIR Administrative Committee (AC.2) continued discussing various proposals, submitted by the Government of the Russian Federation and aimed at, inter alia, providing more transparency in the functioning of the international guarantee system and offer state budgets more certainty on compensation for infringements against the Convention. Within this framework, AC.2 asked the TIR Executive Board (TIRExB) to make a full assessment of various options to bring the TIR guarantee more in line with the efforts of customs authorities to obtain full coverage of the customs duties and taxes at stake.

46. 2015 was not only the year in which the TIR Convention, concluded on 17 November 1975, celebrated its fortieth anniversary but also the year it reached sixty-nine

Contracting Parties, with accession of the Islamic Republic of Pakistan in June 2015. 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 will now all be TIR Contracting Parties.

47. The efforts to computerize the TIR procedure (eTIR) received an important boost when WP.30, at its June 2015 session, supported version 4.1 of the eTIR Reference Model as basis for the future activities of its subsidiary expert groups: the Informal Ad hoc Expert Group on Technical and Procedural Aspects of Computerization of the TIR Procedure (GE.1) and the Expert Group on the Legal Aspects of Computerization of the TIR Procedure (GE.2). The latter held its first session in November 2015.

48. 2015 saw the start of the implementation of the joint UNECE-IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey, with a first eTIR transport successfully conducted in November 2015. The UNDA funded project called “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” – which supports the TIR computerization process – made considerable progress and was prolonged until June 2016.

49. WP.30 initiated the elaboration of a new annex 10 to the Harmonization Convention, 1982, on the facilitation of regulatory procedures and controls at sea ports. In the context of the revision of the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail (January 1952), it further received a first draft of a proposed new convention on the international traffic of passengers by rail.

50. Terrorist attacks and criminal activities can all disrupt the infrastructure on which we depend in our daily lives. This infrastructure — often called "critical infrastructure" — includes installations in the transport fields ranging from intermodal hubs and freight villages to rail and road bridges and tunnels. In conjunction with the plenary session of the Working Party on Transport Trends and Economics (WP.5), a workshop was organised on “Vulnerability and Security of Critical Transport Infrastructure” on 8 September 2015 in Geneva.

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

51. In 2015 two new United Nations Vehicle Regulations annexed to the 1958 Agreement and aimed at improving vehicles' safety and environmental performance entered into force, while a following two were adopted:

- the new Regulation No. 134 on the safety –related performance of hydrogen-fuelled vehicles (HFCV) provides the safety performance requirements of HFCV with regard to their compressed hydrogen storage systems;
- the new 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;
- the new UN Regulation on electric powered two wheelers, electric vehicles of category L (EV-L), adopted at the June 2015 session of WP.29, provides the safety performance requirements EV-L with regard to their electric energy storage systems;
- the new UN Regulation on Frontal Impact with focus on Restraint Systems (FIRS), adopted at the November 2015 session of WP.29, results in more stringent safety

performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.

52. Existing UN Regulations were also updated with 90 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. Among these, WP.29 adopted in June 2015 an amendment to UN Regulation No. 51 (Noise) of the 1958 Agreement, which sets more stringent test requirements for the noise measurements better reflecting real vehicle use.

53. Also in 2015, WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assist systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. For this purpose, WP.29 refocused some of its resources in the Informal Working Group on ITS/Autonomous Driving (ITS/AD) to reflect and efficiently address the rapid technological development on this matter. At its March 2015 session, WP.29 endorsed the working program of ITS/AD addressing the challenges linked to vehicle automations.

54. In March 2015, WP.29 concluded several years of work on the amendments to the global technical regulations No. 3 (motorcycle braking) and No. 4 (World Heavy Duty emission test Cycle WHDC) with their adoption.

XIII. Transport of perishable foodstuffs

55. 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.

56. 49 countries are Contracting Parties to the ATP including Morocco, Saudi Arabia and Tunisia. The ATP is also being promoted to other countries in the Mediterranean region such as Algeria and Jordan. The Working Party on the Transport of Perishable Foodstuffs (WP.11) is the body responsible for administering the ATP. The ATP is focused on international transport but an increasing number of countries also transpose ATP provisions into their domestic legislation for refrigerated transport.

57. Amendments to the ATP 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 entered into force on 30 September 2015.

58. At its session in 2015, WP.11 adopted methods for calculating the mean surface area of the body of a panel van and the illustrations on the three methods adopted were added to the ATP Handbook. Provisions related to independent equipment, non-independent equipment and a transitional provision for non-independent equipment in service were also adopted. 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 were adopted for addition to the ATP Handbook.

59. Thanks to the cooperation with the EuroMed Project the drafting of a Road Map on how to accede to and implement the ATP agreement has been completed.

XIV. Transport of Dangerous Goods and Classification and Labelling of Chemicals

60. The United Nations, under the auspices of the Economic and Social Council (ECOSOC), has developed mechanisms for the harmonization of classification criteria of chemicals by types of hazard and the related communication tools (labels and safety data sheets) as well as for the harmonization of transport conditions for all modes for transport. These are the “Globally Harmonized System of Classification and Labelling of Chemicals (GHS)” and the “United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations” also known as the “Orange book”.

61. The UNECE provides secretariat services to the ECOSOC bodies responsible for these mechanisms (i.e. the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its subsidiary bodies) and for the ITC bodies responsible for the related regional agreements that ensure their effective implementation in the transport of dangerous goods by road, rail and inland waterways.

62. The Globally Harmonized System of Classification and Labelling of Chemicals (GHS) contains criteria for classification of chemicals covering all kinds of chemical hazards (physical hazards and hazards to health or the environment) and hazard communication tools (labelling and safety data sheets) intended to be used not only in the transport context but also for supply, storage, workplace safety and protection of the environment.

63. The United Nations Recommendations on the Transport of Dangerous Goods adapt the GHS to the transport context, and address the transport conditions that are relevant for all modes of transport, such as listing of dangerous goods, packing, labelling, emergency response, carriage in portable tanks and provide, in the Manual of Tests and Criteria, testing methods for physical hazards.

64. Pursuant to ECOSOC Resolution 2015/7, the ECOSOC Committee has started a new biennium of work 2015-2016, and the UNECE secretariat has published 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.

65. At the regional level, pursuant to the same resolution, the 19th revised edition of the Model Regulations was considered by the UNECE Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the OTIF and with the Central Commission for the Navigation of the Rhine (CCNR). This led to the 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).

66. WP.15 also adopted draft amendments specific to ADR, e.g. relating to the instructions in writing to be carried on board 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.

67. Draft amendments to ADN have also been prepared in 2015, but most amendments under discussion are expected to be finalized in January 2016.

68. All these draft amendments should be submitted to Contracting Parties to ADR, ADN and RID, as appropriate, for acceptance in 2016 and entry into force on 1 January 2017.

69. The ADN Administrative Committee issued a derogation 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. It also issued another derogation allowing the use of membrane tanks for the carriage of LPG on the same tank-vessel.

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

71. Although implementation of the recommendations on the transport of dangerous goods may vary considerably depending on the national procedures for enacting law or updating regulations, many countries have developed national legislation for inland transport of dangerous goods fully or partially based on UNECE legal instruments. The same applies to transport of dangerous goods between countries member of some regions or common markets.

72. For example, the regulations applicable for domestic inland transport in Australia, Brazil, Canada, Malaysia or the United States of America are based on the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations while national regulations in Thailand are based both on the ADR and on the Model Regulations.

73. In the European Union, the provisions of ADR, RID and ADN are implemented for domestic traffic through Commission Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods, as amended.

74. The Common Market of the South (MERCOSUR) countries (Argentina, Brazil, Paraguay and Uruguay) are applying an agreement on the inland transport of dangerous goods based on the Model Regulations, RID and ADR while countries of the Andean Community (Colombia, Ecuador, Peru and Plurinational State of Bolivia) have developed draft regulations based on the Model Regulations, the ADR and RID which are still under consideration.

75. As regards South East Asian countries, Protocol No. 9 to the "ASEAN Framework Agreement on the Facilitation of Goods in Transit" provides for the simplification of procedures and requirements for the transit transport of dangerous goods in countries of the Association of Southeast Asian Nations (ASEAN), using the Model Regulations and the ADR. In addition, Annex I (Transport of dangerous goods) of the "Greater Mekong Subregion Cross-Border Transport Agreement" also requires the use of the Model Regulations and the ADR for cross-border transport.

76. Finally, countries member of the Central African Economic and Monetary Community (Cameroon, Central African Republic, Chad, Democratic Republic of the Congo, Equatorial Guinea and Gabon) have adopted regulations concerning the transport of dangerous goods by road that are partly based on old provisions of the ADR but that are not fully in line with the Model Regulations. National standards on the transport of dangerous goods in Zambia are based on the Model Regulations.

77. Participation of the secretariat in two workshops on road safety organized jointly with ECA and ICAP was a good opportunity for raising awareness of African countries and promoting the accession to ADR. Similarly, the secretariat participated in several EuroMed events intended to promote the accession to ADR of a few Mediterranean countries which are not yet parties.

78. With regard to the classification and labelling of chemicals, updating of the legal instruments or national standards, in accordance with the provisions of the revised editions of the Globally Harmonized System (GHS) continues among the countries that have

already implemented the system. For instance, the European Union published on 25 July 2015 the 7th adaptation to technical and scientific progress (ATP) to Regulation (EC) No 1272/2008.

79. A number of countries issued in 2015 new or amended legal texts, standards or guidelines to implement the Globally Harmonized System. This includes, for instance, the Philippines (administrative order on rules and procedures for GHS implementation issued on 19 May), Mexico (Official Standard implementing the GHS for the workplace, on 9 October), Canada (revised hazardous products regulations implementing the GHS for the workplace on 11 February), Argentina (Resolution approving the GHS implementation at the workplace on 10 April); and Kyrgyzstan (Government decree on approval of the classification system of chemical substances/mixtures and requirements for hazard communication elements: labelling and safety data sheets, in February). Work on the revision and amendment of legal texts, standards and guidelines to achieve implementation of the Globally Harmonized System as soon as possible continues in other countries.

80. In some other countries, the transitional period granted for achieving full compliance with GHS implementing legislation adopted before 2015 was completed during this year. This is the case of Brazil, Serbia, Switzerland, Turkey, United States of America, the 28 countries member of the European Union and the 3 countries members of the European Economic Area.

81. 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.

Annex

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 – which will join the series already consisting of the ADR Road Map, the TIR Handbook and the WP.29 Handbook

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
- 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 development of the Safe Future Inland Transport Systems (SafeFITS) - road safety has been launched after funding had been secured by IRU
- Major progress with 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) lead by the UNECE Environment Division: Belarus and Tajikistan
- ITS Flagship workshop in cooperation with the French Government and associated to the ITS World Congress in Bordeaux
- Several workshops and roundtables organised, e.g. ITS Flagship workshop, WP.24 workshop entitled Intermodality Leads to Sustainability

Major Cooperation projects gained momentum:

- The joint UNECE-IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey began, with a first eTIR transport successfully 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 – Third phase getting closer to completion
- THE PEP jointly serviced by the UNECE Environment and Sustainable Transport Divisions and WHO Europe: 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:
 - the new Regulation on the safety-related performance of hydrogen-fuelled vehicles (HFCV) provides the safety performance requirements of HFCV with regard to their compressed hydrogen storage systems;
 - the new Regulation on Pole Side Impacts results in more stringent safety performance requirements for vehicles in case of lateral impact with a pole obstacle;
- Two new UN Vehicle Regulations agreed on
 - the new UN Regulation on electric powered two wheelers, electric vehicles of category L (EV-L) was adopted, providing the safety performance requirements EV-L with regard to their electric energy storage systems;

- the new Regulation on Frontal Impact with focus on Restraint Systems (FIRS), was adopted and results in more stringent safety performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.
- Existing UN Regulations were also updated with 90 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, which sets more stringent test requirements for the noise measurements better reflecting real vehicle use was adopted.

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)

GHS:

- Entry into force of amendments to ADR, RID and ADN (2015 versions)
- New version (6th revised edition) of the GHS published
- Increased implementation worldwide

ATP:

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

Road Transport:

- Drafting of the OMNIBUS Agreement completed except for two issues

TIR:

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

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 workshop entitled Rail Safety: Trends and Challenges, attended by more than 70 delegates from member States and interested stakeholders

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

- 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
- Articles for the Executive Secretary: