



Economic and Social Council

Distr.: General
15 December 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Seventy-eighth session

Geneva, 23–26 February 2016

Item 12 of the provisional agenda

Approval of the biennial evaluation of the Committee's work 2014–2015

Biennial evaluation of Transport subprogramme

Programme performance assessment for 2014–2015

Note by the secretariat

Summary

This document provides an overview of the performance assessment of the transport subprogramme and is drawn up in line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations and the plan for the biennial performance assessment which the Inland Transport Committee (ITC) adopted at its seventy-sixth session in 2014.

The Committee may wish to consider and adopt this assessment.

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

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

Cluster 1

Overall coordination (Inland Transport Committee and Bureau)

A. Expected accomplishment (EA 1.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2013: 40 + 13 IGO/NGO, average 165 participants

Target 2014–2015: 40 + 15 IGO/NGO, average 170 participants

Actual performance: 2014–2015: 43 (42 in 2014 and 44 in 2015) + 36 IGO/NGO, average 170 participants

C. Performance assessment

2. The ITC holds two sessions, as well as four sessions per year of its Bureau.
3. More than 160 delegates from 42 countries and 36 intergovernmental and nongovernmental organizations attended the seventy-sixth session. The session had a high level policy segment on “Innovations for sustainable inland transport and mobility”. There was agreement among participants that innovations for sustainable mobility and transport can contribute to solving many of today’s transport problems, ranging from the lack of infrastructures, to environmental pressures, to the global road safety crisis, and the lack of adequate financing. Discussions showed that demand for innovations will increase as a response to key challenges in traffic safety, demographic changes (aging populations), economic costs due to congestion and social dynamics (including people with special needs). Yet, despite current advances, significant gaps remain in the full deployment of innovations for sustainable mobility and transport.
4. The seventy-seventh session, which was attended by more than 170 participants from 44 countries and more than 30 related intergovernmental and nongovernmental organizations. The session had a high level policy segment entitled “Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era”. Participants at the policy segment agreed that, globally, cities grow rapidly in developing countries and the ensuing, accelerating demand for freight and personal mobility almost invariably leads to an increase in private vehicle ownership and use. This broad picture, with some variations, cuts across developed and developing economies. Without innovative transport policy interventions and innovations, individual car use will continue to grow and so will the negative impacts associated with it such as congestion, pollution, safety risks and climate change. The response of many countries has been the introduction of economic instruments, such as congestion charges so as to discourage private vehicles use, or incentives such as zero taxes and price subsidies for low/zero-emissions vehicles to encourage active demand for new technologies.

5. The Chairs of the Committee's subsidiary bodies and Administrative Committees of ECE legal instruments, the members of the Bureau and Government delegates participating in the seventy-sixth and seventy seventh session of the Committee attended the fourth and fifth meetings of the Chairs of the Committee's subsidiary bodies respectively. Both meetings of the Chairs of the Committee's subsidiary bodies had been dedicated to enhancing the participation of non-ECE countries which had acceded to or ratified (or intended to accede to) legal instruments serviced by ECE, as well as on issues related to strengthening cooperation, synergy, interdependence and sharing experiences.

6. As part of the cooperation between the ECE Environment and Sustainable Transport Divisions in Environmental Performance Reviews (EPRs), Division staff have been actively involved in the preparation, fact-finding mission and authoring of the transport chapter in the third EPR Reviews of Georgia, Belarus and Tajikistan (ongoing). All reviews integrated analysis generated by the For Future Inland Transport Systems (ForFITS) tool to assess the country's CO2 emissions by transport.

7. The targeted number of member States attending the annual sessions was exceeded both in 2014 and in 2015.

D. Lessons learned/areas needing improvement

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

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

A. Expected accomplishment (EA 2.1)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 35

Target: 2014–2015: 37

Actual performance 2014-2015: 101 (53 in 2014 and 48 in 2015)

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

Performance measures:

Baseline 2013: 75 per cent positive

Target: 2014–2015: 75 per cent positive

Actual performance 2014–2015: more than 80 per cent of delegates participating at the survey were very satisfied

C. Performance assessment

10. The main target for the Working Party on Transport Trends and Economics (WP.5) and the secretariat for the 2014 -2015 period were to continue the revitalizing work done by the working party and to increase the number of participating countries by introducing attractive new agenda items with substance. Work undertaken by WP.5 is very challenging because it does not serve any agreement and because subjects dealt with by the working party can come from the entire spectrum of transport-related topics. The first strategic issue that was introduced to WP.5 was the transformation of the transport trends and economics formal document into an annual publication. This brought about an increase in countries' participation of 70 per cent: previously, an average of 10 countries participated in the relevant questionnaire of transport trends, whereas for the publication 36 countries participated in 2014. The number of country replies demonstrated its success. In addition, there was an increase of 60 per cent in country participation at the WP5 session. On average, over the last decade 10 countries participated in WP.5 meetings. By contrast, 26 countries and several international organizations participated in the 2014 session, and 16 countries in the 2015 session not including participation at the Group of Experts meetings being administered by the Working Party. The target for the 2014–2015 period was 37 countries – without counting IGOs and NGOs. Actual performance reached 101 countries, including those participating in the Group of Experts meetings exceeding the target by 63 per cent.

11. The second strategic decision was the organization of at least one workshop during the session of the working party. In 2014, three workshops were organised on new tools for Financing Transport, on Trends and Economics in the Mediterranean region and on Ports Hinterland connections and customs procedures. In 2015 two workshops were organised: on Road and Rail transport corridors along Europe and Asia and on Vulnerability and Security of Critical Transport Infrastructure. These five workshops were very successful, not only because they boosted country participation in WP.5, but also because they introduced new agenda items that had not been dealt with before such as security and innovative financing.

12. The years 2014 and 2015 were very demanding for the group of experts administered by the Working Party such as the Euro-Asian Transport Linkages and the climate change impacts and adaptation for transport networks and nodes. The second phase of the group of experts on climate change adaptation approved in 2014 and started in 2015 by having the first meeting of the Group in June 2015.

D. Lessons learned/areas needing improvement

13. The agenda of the group was considerably strengthened. Transport trends have become the focus of the group. The role of different international organizations such as The International Road Transport Union (IRU) and International Union of Railways (UIC) has

been changed and upgraded. WP.5 is being transformed to achieve its main purpose which is to be the analytical body and the think tank for inland transport.

Cluster 2.b.

Transport trends and economics - Euro-Asian transport links

A. Expected accomplishment (EA 2.b.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2013: Group of Experts on EATL established

Target: 2014–2015: phase III of the project is ongoing

Actual performance 2014–2015: Phase III started and is ongoing.

C. Performance assessment

15. The Second EATL Ministerial Meeting took place on 26 February 2013 and launched the EATL Phase III (2013–2015). The objective is to make the identified EATL routes operational. The EATL Group of Experts identified cargo that may be transported overland. Those are goods that may be put in containers, that are of relatively higher value and that need to be delivered quickly to the destination. Work on international transport schedules and costs on EATL routes is ongoing. The same holds for the elimination of man-made barriers to transport and trade.

16. International intergovernmental organisations such as the Organization for Security and Co-operation in Europe (OSCE), the Turkic Council and OSJD actively participated in the meetings of experts. That served as a platform for a greater involvement of their member countries and distribution of information gathered in the EATL project. The Hellenic Institute of Transport also contributed to the work of the EATL Group of Experts.

17. A variety and volume of work was such that the EATL Group of Experts was not able to complete its task within the mandated time (2013–2015). The Group requested the extension of its mandate for one more year. The administrative procedure is ongoing. It is expected that the official extension of the mandate for one more year will be granted in spring 2016 following the approvals by the ITC and the Executive Committee.

18. While waiting for the official extension of the mandate, the EATL Group of Experts continued its work on informal basis. The Turkic Council hosted the Group's First informal meeting (20–21 October 2015 in Istanbul) and the OSCE is the host of the Second informal meeting (2–3 February 2016 in Vienna).

D. Lessons learned/areas needing improvement

19. EATL provoked expanding interest and support by several international intergovernmental organisations. This contributed to its visibility and impact. EATL is a project which relies on extra-budgetary resources. Participation of CIS delegates was sponsored by the funds received from the Government of the Russian Federation. Even though the Geographic Information System (GIS) wing of the EATL project is an important EATL achievement, in spite of the need and demand, it was not updated because of the lack of financial resources. Sponsorship for the GIS update is necessary.

20. The Group of Experts is supported by existing and future inputs from respected research institutes. It is expected that an additional year would provide sufficient time to round up work on phase III of the EATL project.

Cluster 3 Harmonization of vehicle regulations

A. Expected accomplishment (EA 3.)

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

B. Indicators of achievement

1. Adoption of new vehicle regulations (UN Regulations and UN GTRs) and UN Rules and adoption of amendments to them (IA 3. (a))

Performance measures:

Baseline 2012–2013: 214 amendments and new regulations

Target 2014–2015: 100 amendments and new regulations

Actual performance 2014-2015: 161 amendments and new regulations adopted

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

Performance measures:

Baseline 2012–2013: 1 Publication on WP.29

Target 2014-2015: 1 publication on helmets and 1 brochure on CRS

Actual performance 2014-2015: 1 Publication on helmets for motorcycles and a brochure on Child Restraint Systems (CRS)

C. Performance assessment

22. The World Forum for Harmonization of Vehicle Regulations (WP.29) continued to update the set of vehicle regulations in the framework of the 1958 and 1998 Agreement. Four new United Nations Regulations annexed to the 1958 Agreement were adopted during the biennium, aimed at improving vehicles' safety and their environmental performance. The new UN Regulation on Hydrogen and fuel cell vehicles (HFCV) provides the safety

performance requirements of HFCV with regard to their compressed hydrogen storage systems. The new UN Regulation on Pole Side Impact (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) provides the safety performance requirements for EV-L with regard to their electric energy storage systems. Finally, the new UN Regulation on Frontal Impact with focus on Restraint Systems (FIRS) results in more stringent safety performance requirements for vehicles in case of a frontal impact with 100 per cent overlapping with the crash barrier.

23. In addition two new UN Global Technical Regulations (UN GTRs) were also adopted. The new UN GTR on Worldwide harmonized Light vehicle Test Procedures (WLTP) provides for a more transient test cycle and thus better reflecting real driving. The WLTP provides the basis for more realistic testing of CO₂ emissions as well as for the other toxic vehicle emissions such as CO, HC or NO_x. The new UN GTR on tyres provides for a worldwide harmonised certification and homologation.

24. In addition to these new regulations, the World Forum adopted 161 amendments to existing regulations bringing them to the highest technological level and introducing more severe limits increasing both the safety and environmental performance of vehicles.

25. World Forum WP.29 also adopted Mutual Resolution No. 2 (M.R.2) of the 1958 and the 1998 Agreements concerning the definition of Vehicle Propulsion Systems (VPS) necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in UN Regulations and in UN Global Technical Regulations.

26. WP.29 also approved the vehicle designations for different categories of agricultural vehicles as well as requirements for fuel quality. These principles, which are included in the Consolidated Resolution on the Construction of Vehicles (R.E.3), shall be taken into consideration when provisions for agricultural vehicles will be incorporated into the regulations developed by the World Forum.

27. The World Forum initiated the development of an International Whole Vehicle Type Approval (IWVTA) system in the framework of the 1958 Agreement for the worldwide mutual recognition of type approved vehicles. This development implies the Revision of the 1958 Agreement to include the IWVTA. In addition, the revised 1958 Agreement will incorporate new provisions to make it more attractive for emerging economies allowing the type approval of vehicles and systems in conformity with previous versions of the UN Regulations. Furthermore a UN type-approval database needs to be set up at ECE to support the future functioning of the system.

28. Addressing the importance of periodic technical inspections and the 1997 Agreement for the sake of road safety and environmental protection, and WP.29 started work on the introduction of harmonized rules on testing equipment, on skills, training and certification of inspectors, as well as on supervision benefiting from recent achievements. To this effect a new Informal Working Group on Periodic Technical Inspections (IWG on PTI) has been established.

29. WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. For this purpose, WP.29 refocused some of its activities in the Informal Working Group on ITS/Autonomous Driving (ITS/AD) to reflect and efficiently address the rapid technological development on this matter. Related to active safety elements, WP.29 currently discussed the necessary amendments to UN Regulations as well as new requirements related to automated driving functions both on low speed manoeuvres like 'valet parking' and 'traffic jam pilot' as well as on 'autopilot for highway/express-way driving'.

D. Lessons learned/areas needing improvement

30. Performance during the biennium exceeded expectations, due to the accelerated development of new vehicle technologies and the need to urgently incorporate these technologies into the existing system of regulations. The preparation by the secretariat of needed amendments and new regulations, jointly with the high technical level of the documentation, confirms that only specialized staff can perform this task. The preparation of consolidated texts of the different versions of the UN Regulations, which implies more technical and administrative tasks, especially for the General Service staff of the Section, reaches the limit of available personnel resources. Furthermore additional budgetary resources will be needed for the hosting and the operation of a UN type-approval database at ECE.

Cluster 4.a. Rail transport

A. Expected accomplishment (EA 4.a.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 30

Target: 2014–2015: 40

Actual performance 2014-2015: 80

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

Performance measures:

Baseline: 2012–2013: 1

Target: 2014–2015: 1

Actual performance 2014-2015: 2

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

Performance measures:

Baseline 2012–2013: 2

Target: 2014–2015: 2

Actual performance 2014-2015: 2

C. Performance assessment

32. The main target for the 2014 -2015 biennium for the Working Party on rail transport (SC.2) and the secretariat was to revitalize the work done by the working party, increase the number of participating countries by introducing new and attractive agenda items with substance. During the 2014–2015 period, the number of countries participating at the session of the working party increased by 50 per cent (on average over the last decade, 10 countries participated at the sessions of SC.2 and in 2014–2015 period 43 countries participated). The target for the number of countries, IGOs and NGOs participating in the annual meeting of the Working Party on Rail Transport for 2014- 2015 were 40 and finally 80 participated, an increase of 50 per cent. The number of participants also increased by 50 per cent (on average over the last decade there were about 35 participants at the sessions of SC.2, whereas there were 77 in 2014 and 79 in 2015). Six new, more attractive agenda items were incorporated, namely financing of railways infrastructure, high speed trains, intelligent transport systems, railway reform, rail review publication, climate change and railways. In addition, other, traditional agenda items were revitalized and improved, such as:

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

33. Relations with the European Commission were strengthened, in particular with the preparation, for the first time, of an informal document regarding EU's activities in rail transport. This initiative was warmly welcomed by EU representative who also contributed to the preparation of the document. Furthermore, the work on the Unified Railway Law is very demanding and of strategic importance to the Sustainable Transport Division and for railways in general. The working party prepared, with the help of the group of experts, the legal provisions for the unified railway law.

34. Two workshops organised during the sessions of SC.2 in 2014 and 2015. The first workshop in the 2014 session was dedicated How to increase railways competitiveness. This workshop, based on participants' and countries' feedback, was a great success since participants came up with concrete conclusions and recommendations. As a result, the decision was taken that the Working Party should work more on this subject and addresses these recommendations at its agenda. The second workshop during the 2015 session was dedicated to rail safety and organised with UIC. Again this workshop and its proposed recommendations for action were well received by all participants and concrete actions have been requested of the secretariat for the session of 2016.

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

36. Regarding the AGC administrative Committee, its preparation and the target of one amendment that was achieved the following should be reported:

(a) The AGC agreement is a railways infrastructure agreement and amendments to such agreement are difficult to agree upon;

(b) Two amendment proposals were discussed and adopted during the last two sessions. The first concerns the realignment of rail and combined transport links between Denmark, Germany and Sweden. The second concerned conformity with EU Technical Specifications (TSI).

(c) The secretariat has taken several actions to promote the agreement and attract new contracting parties by participating in several workshops / seminars and presenting the agreement by preparing comparison maps that show which countries are members of the AGC and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), and which ones are members of the TER and EATL projects so as to target the countries that are not members of AGC.

D. Lessons learned/areas needing improvement

37. The lessons learned for the work done during the 2014 – 2015 period are the following:

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

Cluster 4.b.

Trans-European network for rail (TER) Project

A. Expected accomplishment (EA 4.b.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 14 countries

Target 2014–2015: 14 countries

Actual performance 2014–2015: 14 countries

C. Performance assessment

39. The actual performance of the period 2014 – 2015 refers to the number of countries that contributed to the TER Trust Fund Agreement. The number of countries that participated in the meetings – Steering Committees (4) of the project was 29.

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

41. Furthermore the Steering Committee held in Geneva in November 2015 was very important for the TER project since delegates agreed on a concrete action plan for the period to come. The project has the privilege to have as the new project manager an experienced diplomat specialized in railways, Mr Bessonov, in-kind offer by the Government of the Russian Federation. Also there is a new deputy project manager, a senior expert on railways, Mr Zimmer, in-kind offer by the Austrian Government with whom the contract has not been finalised yet.

42. A new work plan for the year 2016 has been prepared that will deliver projects with substance and concrete results that will be appreciated by the governments participating in the project.

D. Lessons learned/areas needing improvement

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

Cluster 5 Inland waterway transport

A. Expected accomplishment (EA 5.)

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

B. Indicators of achievement

1. Promotion of the second edition of the ECE Blue Book and, on this basis, update the European Agreement on Main Inland Waterways of International Importance (AGN) and other relevant UNECE instruments (IA 5. (a))

Performance measures

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

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

Target 2014–2015: Publication of the third revised edition of AGN (paper and online)

Actual performance 2014–2015:

(a) Amendments to AGN (ECE/TRANS/SC.3/193/Add.1) entered into force on 7 November 2014 (Depositary Notification C.N.517.2014, TREATIES-XI.D.5) and the third revised edition of AGN (ECE/TRANS/120/Rev.3) was available on the ECE website in November 2014 at www.unece.org/fileadmin/DAM/trans/doc/2014/sc3wp3/ECE-TRANS-120r3efr.pdf.

(b) Amendments to the Blue Book were adopted by SC.3 at fifty-seventh session in November 2014 as a second addendum to the second revision of the Blue Book (ECE/TRANS/SC.3/144/Rev.2/Add.2) and are available on the ECE website at www.unece.org/fileadmin/DAM/trans/doc/2015/sc3wp3/ECE-TRANS-SC3-144-Rev2-Add2e.pdf.

(c) ECE online database of the E Waterway Network was developed and supplemented with information on E ports and is available on the ECE website at www.unece.org/trans/main/sc3/bluebook_database.html.

(d) Amendments to Resolution No. 49 “Inventory of most important bottlenecks and missing links in the E Waterway Network” were adopted by SC.3 in 2014 as pending (ECE/TRANS/SC.3/2014/3) prior to adopting a final package of amendments to Resolution No. 49.

(e) The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) at its forty-seventh session approved a proposal on aligning Annexes I and II of the AGTC Protocol with the revised Annexes to AGN (ECE/TRANS/SC.3/WP.3/82, para. 12). This proposal will be discussed at the fifty-ninth session of SC.3 and the fifty-eighth session of the Working Party on Intermodal Transport and Logistics (WP.24) (ECE/TRANS/SC.3/2015/3–ECE/TRANS/WP.24/2015/12).

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

Performance measures

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

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

Target 2014–2015: Preparation and adoption of CEVNI 5 and online publication of the code.

Actual performance 2014–2015:

(a) A consolidated amendment proposal to Resolution No. 24 (CEVNI) was adopted by SC.3 in 2014 as Resolution No. 81 (ECE/TRANS/SC.3/197/38).

(b) A paper version of CEVNI 5 in three ECE working languages was published in September 2015.

(c) Electronic versions of CEVNI 5 are available on the ECE website:

online version at
www2.unece.org/wiki/pages/viewpage.action;jsessionid=297496B41ABC4621DBFE021E7C8C569D?pageId=25265142;

pdf version which can be downloaded at
www.unece.org/fileadmin/DAM/trans/doc/finaldocs/sc3/ECE-TRANS-SC3-115-Rev.5e_WEB.pdf;

(d) CEVNI status document was published in 2014 for the fifty-eighth session of SC.3 (ECE/TRANS/SC.3/2014/5) and in 2015 for the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/7).

C. Performance assessment

45. SC.3 held two sessions (fifty-eighth session in November 2014 and fifty-ninth session in November 2015) and its subsidiary body – SC.3/WP.3 – held four regular sessions: forty-fourth and forty-fifth sessions in 2014 and forty-sixth and forty-seventh sessions in 2015.

46. The Working Party based its activities on following up on the policy recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe, endorsed by ITC in March 2011. An overview of its activities on the realization of the White Paper recommendations is published in ECE/TRANS/SC.3/2015/1.

47. During this period, SC.3 issued eight official publications: the third revised edition of the European Agreement on Main Inland Waterways of International Importance (AGN); the fifth edition of CEVNI; the second addendum to the second revised edition of the UNECE Inventory of Main Standards and Parameters of the E Waterway Network (the Blue Book); Resolution No. 79, International Standard for Electronic Ship Reporting in Inland Navigation; Resolution No. 80, International Standards for Notices to Skippers; Resolution No. 63, International Standard for Tracking and Tracing on Inland Waterways (VTT); Resolution No.48, Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS) (November 2015 after its adoption by the fifty-ninth session of SC.3) and Resolution No. 40, the fourth revision.

D. Lessons learned/areas needing improvement

48. The Working Party on Inland Water Transport and its subsidiary bodies remain the centre of excellence for information exchange across the ECE region and continues its fundamental work relating to the maintenance of the various legal instruments for the sector. The level of discussion and participation at these meetings is a testament to the importance of the activities of the Working Party. 2015 has however seen a shift in the regulatory environment which has made it necessary to consider how best to refocus the

activities of the Working Party. The Working Party has initiated this review with the consideration of a secretariat document looking at a future strategy for SC.3 with the aim of updating the Working Party's terms of reference.

49. Collaboration and consultations with member States needs to be further improved as recent and continual changes in the secretariat in the past few years have lead to a disconnect between the secretariat and its principal partners. The secretariat has increased its involvement in key meetings within the sector to ensure that this collaboration grows and this should be further strengthened in the coming years.

Cluster 6

Intermodal transport and logistics

A. Expected accomplishment (EA 6)

50. Strengthened framework for sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices. This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (AGTC Agreement and its Protocol on Inland Waterways).

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 26

Target: 2014–2015: 30

Actual performance: 2014 – 24, 2015 – 31

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

Performance measures:

Baseline 2012–2013: 0 amendments

Target 2014–2015: 1 amendment

Actual performance 2014–2015: 1 depository notification with modifications

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

Performance measures:

Baseline 2012–2013: Completed.

Actual performance 2014–2015: 2014 – Published online in English, 2015 – Published online in French, Spanish, Russian, Arabic and Chinese. 2015 – Web-based version created in English.

C. Performance assessment

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

52. The targeted number of countries, IGOs and NGOs attending the sessions of the Working Party was achieved in 2015. The target for amendments to the AGTC and its Protocol was also achieved although many amendments remain outstanding and will be processed in the next biennium.

53. Following the completion of the work on ILO/IMO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) in 2013 the guidelines were adopted by the ITC in February 2014, by the Maritime Safety Committee of the IMO in June 2014 and by ILO's Governing Body in November 2014. Since then, the CTU Code has been prepared in a form that allows for it to be consulted online and has also been made available in pdf form on the website in all official UN languages. Other countries have been encouraged to provide the secretariat with additional language versions and the ECE website also contains a German translation of CTU Code.

D. Lessons learned/areas needing improvement

54. The new approach to holding the annual thematic sessions and discussions back-to-back with the Working Party session has been a success in ensuring increased participation in both the workshops and the session itself. Further direct contact with stakeholders has also ensured increased participation in 2015, something that was in decline in previous years. Further work needs to be done in this area in coming years to increase participation by making the workshops and the sessions themselves of greater interest to the participants.

55. Alignment of the Protocol of the AGTC and the AGN has become possible in this biennium although engagement of member States in relation to ensuring that both the AGTC and the Protocol of the AGTC, for which the Working Party serves as Administrative Committee, are up-to-date and in line with member State requirements remains difficult. The secretariat has tried to renew contacts with some member States in relation to intermodal transport and has had some success, although further work needs to be done in this area.

Cluster 7.a. Customs questions affecting transport

A. Expected accomplishment (EA 7.a.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 400 delegations, 1,050 participants

Target 2014–2015: 400 delegations, 1000 participants

Actual performance 2014–2015: 436 delegations, 1,082 participants

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

Performance measures:

Baseline 2012–2013: four amendments adopted and/or discussed, three new Contracting Parties

Target 2014–2015: three amendments, three new Contracting Parties

Actual performance 2014–2015: 10 amendments adopted/and or discussed, one new Contracting Party

C. Performance assessment

57. ECE legal instruments in the area of border crossing facilitation assist Contracting Parties to strike a delicate balance between transport and trade facilitation on the one hand, and security and revenue protection on the other. Their relevance has been confirmed by the active participation of a growing number of countries, IGO's and NGO's in both WP.30 and AC.2 meetings. The interest of countries can also be judged by the number of new Contracting Parties to the various conventions. In 2015 Pakistan joined the TIR Convention, becoming its sixty-ninth Contracting Party, whereas China has indicated its intention to join in the near future. Four new amendments to the TIR Convention entered into force or were discussed, with as main purpose improving good governance and revenue protection. For example, proposals to elaborate a checklist of documents which the international organization, authorized under Annex 9, Part III to take on responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets, has to submit to the TIR Executive Board (TIRExB), proposals to further elaborate the audit requirements of the authorized international organization and the role and tasks of the TIR Administrative Committee in that process and proposals to amend the international guarantee system so as to provide governments with better revenue protection in case of infringements against the provisions of the TIR Convention.

58. WP.30 endorsed the final results of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) and requested the secretariat to reconvene GE.1 whenever issues related to maintaining or amending the eTIR Reference Model, which contains the full description of the eTIR Project, would so require. A first session of the Group of Experts on the Legal Aspects of Computerization of the TIR Procedure (GE.2) was successfully conducted in November 2015.

D. Lessons learned/areas needing improvement

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

60. Future challenges will include preparing a new convention to facilitate the crossing of frontiers for passengers and baggage carried by rail to replace the outdated 1952 Convention. A first draft was submitted at the end of 2015 to both WP.30 and SC.2 for their consideration. In 2015, WP.30 also started considering proposals to amend the Harmonization Convention with a new Annex 10 on sea ports. On the other hand, the ongoing Russian Federation crisis has made it evident that the existing intergovernmental structure lacks authority in case of a well-established disruption of the application of the TIR Convention by any Contracting Party. Proposals to improve the timely submission of new control measures to the competent bodies, in particular TIRExB, have been adopted but still require the willingness of Contracting Parties to respect them in order to become effective. Last but not least, in particular now that GE.2 started its activities, the way to best utilize and legally frame the use of new technologies and electronic data interchange will be pivotal for the continued significance of the TIR system in the future.

Cluster 7.b. Customs questions affecting transport

A. Expected accomplishment (EA 7.b.)

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

B. Indicators of achievement

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

Performance measures

Baseline 2012–2013: 2

Target 2014–2015: 2

Actual performance 2014–2015: 2

C. Performance assessment

62. Regular monitoring is indispensable to ensure the proper application of legal instruments at the national level. To the end, the major ECE conventions on border crossing facilitation, namely the Harmonization Convention and TIR Convention, have monitoring mechanisms included. In particular, in 2014–2015, a biennial survey of Contracting Parties was conducted on the implementation at the national level of Annex 8 to the Harmonization Convention. The results of the survey demonstrate that all surveyed countries either

implemented or are actively working on implementation of the provisions of Annex 8. One more survey of TIR Contracting Parties regarding customs claims that were raised between 2011 and 2014 and the TIR guarantee level is now being conducted online. The results will be submitted to TIRExB and AC.2 in 2016. The UNECE Spectrum of Border Crossing Facilitation Activities, informing about the broad range of United Nations Conventions related to border crossing facilitation, was published in 2015 in English and will also be available in French and Russian in 2016.

D. Lessons learned/areas needing improvement

63. ECE is expected to monitor the progress in the application of the Harmonization Convention every two years. The replies to the latest survey show good results in such areas as (a) the official publication of Annex 8 in countries, (b) granting visas to professional drivers, (c) information exchange on visa issues, (d) informing parties involved in international transport, (e) facilitating controls of urgent consignments, infrastructure arrangements (facilities for joint controls, separation of traffic, appropriate parking, etc.) at border crossing points etc. However, still too few control procedures have been transferred to the places of departure and destination and there is insufficient progress in the acceptance of the International Technical Inspection Certificate and the International Vehicle Weight Certificate (IVWC). These areas of work require continued monitoring, possibly by means of organizing dedicated workshops or by convening a session of the Administrative Committee of the Harmonization Convention (AC.3).

Cluster 8 Transport, Health and Environment Pan-European Programme (THE PEP)

A. Expected accomplishment (EA 8.)

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

B. Indicators of achievement

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

Performance measures:

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

Target: 2014–2015: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee.

Actual performance 2014–2015: 46 countries and 22 intergovernmental and non-governmental organizations; 3 capacity-building workshops (Kaunas, Irkutsk and Moscow) and 2 sessions of the Steering Committee.

C. Performance assessment

65. The Fourth High-level Meeting on Transport, Health and Environment adopted the Paris Declaration that provides priority goals in 2014, implementation mechanisms and a work plan from 2014–2019 for the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by ECE and WHO/Europe. THE PEP Steering Committee overseeing implementation of THE PEP held two sessions in 2014 and 2015. In 2014, a capacity building workshop was organized in Kaunas (Lithuania) and in 2015 two similar workshops were held in Irkutsk and Moscow (Russian Federation) with a focus on sustainable and healthy urban transport. In 2015 work focused on the implementation of the fourth High-level Meeting on Transport, Environment and Health (4HLM) (Paris, 14-16 April 2014) and on negotiation of the outcome document (Paris Declaration) by means of three sessions of THE PEP Extended Bureau. A study on signs and signals for walking and cycling had been completed in English, French and Russian for publication at the 4HLM in Paris. ForFITS analysis was run at the city (Kaunas) and country (Lithuania) level on the occasion of the relay race in Kaunas.

D. Lessons learned/areas needing improvement

66. Operation and management of the cross-sectoral and inter-institutional activities of THE PEP require considerable secretariat resources for coordination of work among many stakeholders, including cooperation among the three secretariats involved. The same holds true for the organization of capacity building activities requiring cooperation among (at least) the Ministries of Transport, Health and Environment of (mainly) the countries in Eastern and Central Europe as well as in the Caucasus. Sufficient extra-budgetary funds are not available to use THE PEP Clearing House to its full capabilities and to allow it to play a pivotal role in the operation and visibility of THE PEP. In fact, no resources could be made available for a Clearing House content manager and, following transfer to a new server system and urgent IT maintenance by ECE, the Clearing House continued in an automatic mode which was apparently not adequate to encourage regular uploading of documents by its clients. At the same time there is a global rise in interest in the types of transport promoted by THE PEP (active mobility) leading therefore to a rise in demand for products and services delivered by THE PEP. Without additional resources it will be very difficult to meet demand with existing resources.

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

A. Expected accomplishment (EA 9.a.)

67. Adoption of amendments to the ADR¹ and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID² and the ADN³ respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous

¹ European Agreement concerning the International Carriage of Dangerous Goods by Road

² Regulations concerning the International Carriage of Dangerous Goods by Rail

³ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

goods regulations based on the United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.

B. Indicators of achievement

- 1. Amendments to ADR, RID and ADN adopted in 2013 and 2014 and entered into force by 1 January 2015 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2015, reflecting, inter alia, the 2013 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (18th revised edition) (IA 9.a. (a))**

Performance measures:

Baseline 2013: 1 set of amendments to ADR, RID and ADN

Target 2014–2015: 1 set of amendments to each legal instrument

Actual performance 2014–2015: 1 set of amendments to each legal instrument (UN Depository notifications C.N.448.2014.TREATIES.XI.B.14 and CN.664.2014.TREATIES.XI.B.14; CN.425.2014.TREATIES-XI.D.6 and C.N.657.2014.TREATIES-XI.D.6; OTIF Notifications A81-03/504.2014 and A.81-03/508.2014.

1 Additional set of amendments to ADR (UN Depository notification C.N.354.2015.TREATIES-XI.B.14).

1 additional set of amendments to ADN (UN Depository notification C.N.529.2014.TREATIES-XI.D.6).

- 2. Publication of the consolidated 2015 revised editions of ADR and ADN before end 2014 (IA 9.a. (b))**

Performance measures:

Baseline 2013: 1 ADR, 1 ADN

Target 2014–2015: 1 ADR, 1 ADN

Actual performance 2014–2015: 1 ADR (ECE/TRANS/242, Vols I and II, Sales No. E.14.VIII.1), 1 ADN (ECE/TRANS/243, Vols I and II, Sales No. E.14.VIII.3)

C. Performance assessment

68. Confronted with the need to facilitate international movement of goods, and improve safety and security of transport, Contracting Parties continued to update ADR, RID and ADN taking into account new technical developments, new requirements and needs in transport. To ensure harmonisation between modes, the Contracting Parties adopted amendments to transpose the 2013 United Nations Model Regulations (18th revised edition) without reopening technical discussions (e.g. as regards classification of solid oxidizing substances, transport of adsorbed gases; lithium batteries; asymmetric capacitors). They concentrated their work on mode specific issues.

69. For road transport, the Working Party on the Transport of Dangerous Goods adopted new and revised requirements for the use of additive devices for tanks and for the contents

of the instructions in writing to be carried in the vehicles. Amendments to ADR and RID entered into force on 1 January 2015.

70. Corresponding amendments to ADN were developed by the ADN Safety Committee and adopted by the ADN Administrative Committee, together with additional amendments specific to inland navigation, and entered into force simultaneously on 1 January 2015.

71. Directive 2008/68/EC requiring member States of the EU and of the EEA to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive 2014/103/EU of 21 November 2014 requesting the application of the amended provisions by 30 June 2015, at the latest.

72. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June 2014 for ADR (ECE/TRANS/242, Vols I and II) and November 2014 for ADN (ECE/TRANS/243). The Russian versions of ADR and ADN were published in December 2014 and March 2015 respectively.

D. Lessons learned/areas needing improvement

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

74. Attendance at meetings showed a high level of participation of EU countries, Norway, Switzerland, the Russian Federation, Turkey and Ukraine and NGOs, as usual. Nevertheless, several countries with economies in transition such as Albania, Azerbaijan, Belarus, Moldova, the Former Yugoslav Republic of Macedonia, Kazakhstan, Morocco and Tunisia remained unrepresented, likely due to financial constraints. Stronger participation from such countries would be to their benefit, not only because of a better involvement in the updating process, but also to share and discuss implementation problems with more experienced countries. Unfortunately funds and staff resources for technical assistance remain scarce, however the Sustainable Transport Division could participate in 2014 in a series of seminars launched by the European Union in the context of its EuroMed project in North Africa and Middle East countries intended to promote road transport ECE legal instruments, including ADR.

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

A. Expected accomplishment (EA 9.b.)

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

B. Indicators of achievement

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

Performance measures:

Target: 2014-2015: Not applicable

Cluster 9.c. Transport of Dangerous Goods (UNECE)

A. Expected accomplishment (EA 9.c.)

76. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties.

B. Indicators of achievement

1. ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on UNECE website (IA 9.c.)

Performance measures:

Target: 2014–2015: Information available for 75 per cent of the Contracting parties to ADR

Actual performance 2014-2015: Information available for 75 per cent of the Contracting parties to ADR

C. Performance assessment

77. There are 48 Contracting Parties to ADR.

78. On the ECE website, the page “country information”⁴ contains the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR. This page is kept up-to-date by the secretariat in accordance with the information received from the Contracting Parties. For 34 countries, the information is detailed and regularly updated. For 12 other countries (Albania, Andorra, Azerbaijan, Belarus, Bosnia and Herzegovina, Cyprus, Estonia, Iceland, Kazakhstan, Liechtenstein,

⁴ http://www.unece.org/trans/danger/publi/adr/country-info_e.html

Montenegro, Morocco), the contact details of the main competent authority are available. For one country (Tajikistan) the country information is missing.

79. The page “ADR Drivers certificates”⁵ contains samples of the ADR driver training certificates issued in accordance with 8.2.2.8.5 of ADR. 31 countries sent their models of certificates. It is not known whether certificates are delivered or not in the remaining countries.

80. The page “Linguistic versions (ADR, Instructions in writing)”⁶ contains the official translations of the instructions in writing in accordance with 5.4.3.4 of ADR sent by the competent authorities. As an aid during an accident emergency situation that may occur or arise during carriage, these instructions in writing shall be provided to the members of the vehicle crew in language(s) that each member can read and understand. For 11 countries (Albania, Andorra, Azerbaijan, Bulgaria, Croatia, Iceland, Montenegro, Morocco, The Former Yugoslav Republic of Macedonia, Tunisia, Ukraine), the translation in the official language(s) of the country is not available on the website. Other main non official languages used in the country may be available. For the other countries (77 per cent), at least one official language is available.

81. The page “Multilateral agreements”⁷ contains the list of valid bilateral and multilateral agreements concluded in accordance with Section 1.5.1 of ADR. This page is weekly updated by the secretariat with the information received from the ADR competent authorities. The information available on this page is considered as comprehensive.

82. The page “Accident reports”⁸ contains the reports on serious accidents or incidents, notified by the Contracting Parties according to 1.8.5.2 of ADR. Since 2004, the reports received from Contracting Parties have been published on the ECE website, but only with the green light from the submitting Competent Authority as some reports may contain confidential information. In addition, some countries volunteered to feed the test-database provided by France in relation to the work of the Joint Meeting. The information uploaded in the database is not considered as official notification since this is still in pilot phase. Countries participating in the test are Croatia, Belgium, Finland, France, Germany, Netherlands, Spain, Sweden and Switzerland.

D. Lessons learned/areas needing improvement

83. At its ninety-ninth session, the Working Party concluded that more than 75 per cent of the information was available. The country information could be improved for the countries for which only the contact details of the main competent authority are available. The Working Party indicated that at least an email address would be useful to facilitate communications between contracting parties. The countries for which this information is not available are invited to communicate to the ECE secretariat the addresses of the authorities and bodies designated by them which are competent in accordance with national law to implement ADR, referring in each case to the relevant requirement of ADR and giving the addresses to which the relevant applications should be made. When appropriate, the countries are invited to confirm that only the main competent authority is competent for all the requirements of ADR.

84. The Working Party also invited countries that have not done so to send the models of ADR Drivers certificates they delivered or to confirm that no certificates were delivered in their country if appropriate.

⁵ http://www.unece.org/trans/danger/publi/adr/adr_certificates.html

⁶ http://www.unece.org/trans/danger/publi/adr/adr_linguistic_e.html

⁷ <http://www.unece.org/trans/danger/multi/multi.html>

⁸ <http://www.unece.org/trans/danger/publi/adr/accidents.html>

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

A. Expected accomplishment (EA 10.a.)

85. Adoption of amendments to the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and to the Manual of Tests and Criteria and issuance of new recommendations in 2014, and the publication in 2015 of new consolidated versions of the Model Regulations and of the Manual of Tests and Criteria incorporating amendments and new recommendations.

B. Indicators of achievement

1. Amendments to the 18th revised edition of the Model Regulations and the 5th revised edition of the Manual of Tests and Criteria adopted in 2014 (IA 10.a. (a))

Performance measures:

Baseline 2012-2013: 2 sets of amendments

Target: 2014-2015: 2 sets of amendments

Actual performance 2014-2015: 2 sets of amendments (ST/SG/AC.10/42/Add.1, ST/SG/AC.10/42/Add.2)

2. Publication of the 19th revised editions of the Model Regulations and of the 6th revised edition of the Manual or Amendment 3 to the fifth revised edition) before the end 2015 (IA 10.a. (b))

Baseline 2012-2013: 1 Model Regulation, 1 amendment to Manual

Target 2014-2015: 1 Model Regulation, 1 Manual (or Amendment 3 to the fifth revised edition of the Manual)

Actual performance 2014-2015: Model Regulation (ST/SG/AC.10/1/Rev.19-Sales No. E.15.VIII.1); Manual (ST/SG/AC.10/11/Rev.6, Sales No. E.15.VIII.3)

C. Performance assessment

86. A set of amendments to the United Nations Model Regulations on the Transport of Dangerous Goods, and another one to the Manual of Tests and Criteria were adopted by the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals in December 2014 at the end of its 2013-2014 biennium of work. As requested by the Council in its resolution 2015/7, these amendments were reflected in revised editions of the United Nations Recommendations, Model Regulations (ST/SG/AC.10/1/Rev.19), and Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.6) published by the secretariat in 2015. The Sub-Committee of experts on the Transport of Dangerous Goods in the current 2015-2016 biennium of work has started discussing new amendments for adoption by the Committee in December 2016.

D. Lessons learned/areas needing improvement

87. The Sub-Committee of Experts on the Transport of Dangerous Goods remains very busy to address constantly new issues arising mainly from technological developments or from practical implementation of its current recommendations.

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

A. Expected accomplishment (EA 10.b.)

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

B. Indicators of achievement

- 1. Number of international legal instruments amended to reflect the 2013 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (18th revised edition) (IA 10.b. (a))**

Performance measures:

Baseline2012-2013: 6

Target:2014-2015: 6

Actual performance2014-2015: 6

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

Baseline2012-2013: 38

Target: 2014-2015: 38

Actual performance2014-2015: 38

C. Performance assessment

89. All major organizations involved in the development of transport of dangerous goods regulations considered the new or amended provisions contained in the eighteenth revised edition of the United Nations Model Regulations, published in2013. They updated their respective legal instruments accordingly to ensure full consistency and harmonization, and the amendments became effectively applicable simultaneously on 1 January2015, as follows:

- International Maritime Organization (IMO): International Maritime Dangerous Goods Code, Amdt.37-14;
- International Civil Aviation Organization (ICAO): Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2015-2016edition;
- ECE: European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR2015); European Agreement concerning the

International Carriage of Dangerous Goods by Inland Waterways (ADN 2015):

- OTIF: Regulations for the International Carriage of Dangerous Goods by Rail (RID 2015);
- EU: Directive 2008/68/EC as amended by Commission Directive 2014/103/EU (applying the provisions of ADR, RID and ADN to domestic traffic).

90. The provisions of the eighteenth revised edition are reflected in the national legislation applicable to inland transport of at least the 28 EU member States, as well as Australia, Canada, Iceland, New Zealand, Norway, Lichtenstein, Russian Federation and Switzerland; Turkey, the United States of America (49 CFR); i.e. at least 38 countries. The secretariat lacks resources for monitoring the exact status of implementation of the national regulations in all countries in particular outside the ECE region, but will seek in 2016, such information from all member States of the United Nations at the request of the Economic and Social Council.

91. In 2013 and 2014, the United Nations Sub-Committee of Experts continued to update its recommendations and, adopted in December 2014 two sets of amendments to the Model Regulations and to the Manual of Tests and Criteria, incorporated in the 19th revised edition of the Model Regulations, and to the sixth revised edition of the Manual of Tests and Criteria. These amendments will serve as the basis for the 2017 updating of international and national legal instruments. A new two-year cycle of work started in 2015.

D. Lessons learned/areas needing improvement

92. All major international organizations concerned by regulations on international transport of dangerous goods (IMO, ICAO and ECE) remain committed to giving effect to the United Nations Recommendations by transposing the recommended provisions into their respective legal instruments. This ensures not only a high regulatory level of safety for all modes of transport for international transport, but also harmony between all modal regulations. Many countries, and in particular those mentioned in paragraph 84 above apply these recommendations to domestic traffic and update them in accordance with the updates to international instruments. The level of implementation in non-ECE countries improves every year, mainly in countries participating in the work of the Sub-Committee (e.g. China, Japan, Australia, South Africa, and Brazil), even though developing countries tend to have difficulties to keep up with the two year updating process. Although they accept dangerous goods imported to their country in the transport conditions provided for in the latest edition of the United Nations Recommendations, they usually adapt their own national regulations less frequently, i.e. every 5 to 10 years. It is difficult for the secretariat to monitor the situation in countries outside the ECE region, due to lack of resources. Attendance at Sub-Committee meetings shows very strong participation (120 to 170 delegates at each session) of about 30 countries of all regions and many NGOs (mainly chemical industry, transport organizations and packaging/tank manufacturers). Interest for this activity is continuously growing, but this means more delegates, more document submissions, more requests for information or for support for capacity-building activities, and therefore a continuously increasing workload for the secretariat work unit.

Cluster 11.a. Globally Harmonized System for the Classification and Labelling of Chemical (GHS)

A. Expected accomplishment (EA 11.a.)

93. Adoption of amendments to the Globally Harmonized System intended to further clarify or harmonize the existing classification and labeling criteria or to introduce new criteria, in order to maintain or increase the level of protection offered to the environment and to those producing, handling, transporting or using hazardous chemicals, in a uniform, harmonized and coherent way and facilitating its effective implementation through international and national legislation, and publication in 2015 of the sixth revised edition of GHS.

B. Indicators of achievement

1. One set of amendments to the GHS adopted in 2014 (IA 11.a (a))

Performance measures:

Baseline2012-2013: 1 set of amendments

Target:2014-2015: 1 set of amendments

Actual performance 2012–2013: 1 set of amendments

2. Publication of the 6th revised edition of the GHS before end 2015 (IA 11.a (b))

Performance measures:

Baseline2012-2013: 1 GHS

Target2014-2015: 1 GHS

Actual performance2014-2015: 1 GHS

C. Performance assessment

94. A set of amendments to the GHS was adopted by the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals in December 2014 at the end of its 2013–2014 biennium of work. As requested by the Council in its resolution 2015/7 these amendments were reflected in the sixth revised edition of the GHS published by the secretariat in 2015. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, in its current 2015–2016 biennium of work, has started discussing new amendments for adoption by the Committee in December 2016.

D. Lessons learned/areas needing improvement

95. The progressive increase of countries implementing the GHS (51 currently) results in growing feedback from many countries related to practical problems of implementation

that need to be addressed by the Sub-Committee of experts through amendments to the GHS.

Cluster 11.b. Globally Harmonized System for the Classification and Labelling of Chemical (GHS)

A. Expected accomplishment (EA 11.b.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012-2013: 16

Target:2014-2015: 16

Actual performance2014-2015: 16

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

Performance measures:

Baseline2012-2013:50

Target: 2014-2015:51

Actual performance2014-2015 5

C. Performance assessment

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

98. In 2014-2015, and according to the information provided to the secretariat, a number of international legal instruments, codes, guidelines or standards addressing exposure to potentially hazardous chemicals in all types of use situations - including production, storage, transport, workplace use or presence in the environment - were amended to reflect the provisions of the GHS. This includes the 5th, 6th and 7th adaptations to technical progress of the EU Regulation implementing the GHS (EU Regulation No 1272/2008) and the 18th revised edition of the UN Model Regulations (and its related modal instruments for maritime, air and land transport of dangerous goods). Both have an impact on many other

pieces of legislation (e.g. more than 11 EU directives are related to EU Regulation No.1272/2008 and at least six international modal instruments are amended in accordance with the UN Model Regulations). GHS provisions are also used for the evaluation of hazardous properties of chemicals under the scope of international conventions, codes or guidelines such as: the “Rotterdam Convention on the prior informed consent procedure for certain hazardous chemicals and pesticides in international trade” or the “Stockholm Convention on persistent organic pollutants”, the “WHO Recommended classification of pesticides by hazard”, the “Concise International Chemical Assessment Documents (CICADs)” or the “International Chemical Safety Cards (ICSC)”. This means that the targeted number of 16 has been exceeded.

99. Work to bring the provisions of Annex I to the ECE Convention on the Transboundary Effects of Industrial Accidents in line with the GHS was completed in 2014.

100. The targeted number of governments having reflected (or in the process of doing so) the provisions of the GHS or amendments thereto in their national regulatory systems for the classification and labelling of chemicals in sectors other than transport continues to grow. The list of governments having taking appropriate steps to implement the GHS includes: all 28 EU member States, all three EEA countries as well as Switzerland, Australia, New Zealand, Mauritius, Uruguay, Singapore, Japan, China, Russian Federation, Israel, Malaysia, Argentina, Turkey, the Republic of Korea, Mexico, Brazil, the United States of America, Canada, Serbia, Philippines, South Africa, Zambia, Viet Nam and Thailand (i.e. at least 55 countries).

101. The Sub-Committee of Experts on the GHS adopted a set of amendments to the fifth revised edition of the GHS at the end of its two-year working cycle in December 2014. The adopted amendments were endorsed by the Committee of Experts on the Transport of Dangerous Goods and on the GHS, and the Economic and Social Council, as reflected in its resolution 2015/7 of 8 June 2015.

D. Lessons learned/areas needing improvement

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

103. The GHS has already been widely implemented in the transport of dangerous goods sector through the Model Regulations and their related legal instruments (see Cluster 12), which have been amended accordingly to reflect the provisions of the fifth revised edition of the GHS for effective application in 2015. However, the situation is more complex in other sectors for which implementation may take some time because it requires amendment or revision of a considerable number of different legal texts and guidelines for application (e.g. adoption of the GHS by the EU in 2008 required extensive amendments to 11 European directives addressing different regulatory areas, and the issuance of a new Regulation (CLP)).

104. Despite the secretariat’s efforts to compile information about the status of implementation of the GHS (see www.unece.org/trans/danger/publi/ghs/implementation_e.html), it is not always possible to obtain such information from reliable sources for those countries and organizations which do not participate in the sessions of the Sub-Committee. Furthermore many national pieces of legislation are concerned, and implementation may progress at different speeds inside the same country depending on the sector concerned. Therefore, it may happen that the indicators of achievement for the

evaluation period show a lower level of implementation of the GHS than the real situation since the data provided is based on the information received by the secretariat.

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

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

Cluster 12.a. Transport of perishable foodstuffs

A. Expected accomplishment (EA 12.a.)

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

B. Indicators of achievement

1. Percentage of total of non-editorial amendment proposals adopted by WP.11 (IA 12.a. (a))

Performance measures:

Baseline 2012–2013: 10 per cent

Target: 2014–2015: 25 per cent

Actual performance 2014–2015: 50 per cent

2. Total number of Contracting Parties to the ATP Agreement (IA 12.a. (b))

Performance measures:

Baseline 2012–2013: 48

Target: 2014–2015: 50

Actual performance 2014–2015: 49

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

Performance measures:

Baseline 2012–2013: 16

Target: 2014–2015: 20

Actual performance 2014–2015: 21

C. Performance assessment

108. At its seventieth session in 2014, WP.11 adopted a total of 24 proposed amendments to the ATP which appear in annexes I and II to the report of the session, ECE/TRANS/WP.11/231. At its seventy-first session in 2015, WP.11 adopted a total of 6 proposed amendments to the ATP which appear in annex I to the report of the session, ECE/TRANS/WP.11/233. 15 of the total could be considered to be editorial so the percentage of non-editorial amendments will exceed the target for 2014-2015.

109. At the time of writing, there are 49 Contracting Parties to the ATP. The target of two new Contracting Parties to the ATP has therefore not been achieved so far in the biennium 2014-2015. The most recent Contracting Party is Saudi Arabia in January 2016. There is still potential for new Contracting Parties to the Agreement. Of the 56 ECE member States, Armenia, Canada, Cyprus, Iceland, Israel, Liechtenstein, Malta, San Marino, Switzerland and Turkmenistan are not yet ATP Contracting Parties. The ATP is also being promoted to other countries in the Mediterranean area such as Algeria, Egypt, Israel and Jordan. These countries are already parties to other ECE legal instruments. It is recommended that this indicator of achievement be kept in 2016–2017.

110. In 2014, 19 countries replied to the questionnaire on the implementation of the ATP. In 2015, 21 countries replied to the questionnaire on the implementation of the ATP. The indicator of achievement of 20 countries replying was therefore surpassed.

D. Lessons learned/areas needing improvement

111. WP.11 elected to retain this indicator of achievement so it is recommended to increase the target percentages in 2016-2017.

112. There is still potential for new Contracting Parties to the Agreement. It is recommended that this indicator of achievement be kept in 2016–2017.

113. The target number of replies to the questionnaire on the implementation of the ATP was met and it is therefore recommended that the target be increased. Some countries state that they are not able to provide the data required because of their administrative structures. It is recommended that this indicator of achievement be kept in 2016–2017.

Cluster 13 Transport statistics

A. Expected accomplishment (EA 13.)

114. Improved availability and scope of transport statistical data.

B. Indicators of achievement

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

Performance measures:

Baseline 2012-2013: Complete statistical database online

Target 2014–2015: Maintenance of online statistical database

Actual performance 2014-2015: Complete statistical database online

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

Performance measures:

Baseline 2012–2013: 84,000 downloads

Target 2014–2015: 88 000 downloads

Actual performance 2014-2015⁹

C. Performance assessment

115. The Working Party on Transport Statistics (WP.6) held two regular sessions.

116. The common questionnaire on transport statistics of ECE, EUROSTAT and International Transport Forum (ITF) was streamlined and adopted by the Working Party. The cooperation with the Community Database on Accidents on the Roads in Europe (CARE) secretariat considerably reduced the burden on member States. The online transport statistics database was improved with an enhancement of the timeliness of data. In addition, an annual data flyer on main transport indicators was launched in 2013 and 2014. Two recurrent publications were prepared and published online: Statistics for Road Traffic Accidents in Europe and North America (RAS) and ECE Transport Statistics for Europe and North America (former ABTS). Detailed recommendations for countries undertaking the 2015 round of E-Road and E-rail traffic censuses were adopted and circulated to member States. Several pilot questionnaires (data on transport of gas through pipelines, data on road traffic performance and data on passenger transport by buses and coaches) in cooperation with Eurostat and ITF were adopted and inserted in the regular data collection. Classification system for transport statistics of goods (NST 2007) was revised with the adoption of short designations at two digit level. Finally, the harmonization of transport statistics methodologies continued.

D. Lessons learned/areas needing improvement

117. The gap analysis carried out by the secretariat showed that more focus on cooperation with Eastern and Central European, Caucasus and Central Asian Countries is needed. The workshops organized by the secretariat –during the previous biennium- helped to establish direct contacts with data providers however more efforts are needed. More capacity building activities are required in order to improve the response rate of some countries. In addition, the streamlining of the Common Questionnaire helped in collecting at least the main indicators and improved the timeliness. Substantive exchange of views on methodological work in transport statistics need to be further promoted by the Working Party.

⁹ For technical reasons, it was not possible to acquire the number of website downloads for 2014-2015.

Cluster 14.a. Road transport

A. Expected accomplishment (EA 14.a.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 4 areas

Target 2014–2015: 4

Actual performance: 2014–2015: 4

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

Performance measures:

Baseline 2012–2013: 6

Target 2014–2015: 3

Actual performance: 2014–2015: 6

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

Performance measures:

Baseline 2012–2013: 2012–2013: 22 (excluding participants from the sixth session)

Target 2014–2015: 65

Actual performance 2014–2015: 73 (excluding the 10th session)

C. Performance assessment

119. In the course of 2014, virtually all countries had fully implemented the measures necessary for the use of the digital tachograph. The mandate of the AETR Group of Experts was extended until 30 June 2017 to facilitate the reaching of consensus on the proposed changes to article 22bis of the AETR Agreement (procedure for the amendment of Appendix 1B).

120. An amendment proposal was made, which, if accepted, would allow four non-ECE member States - Algeria, Jordan, Morocco and Tunisia - to accede to the AETR Agreement.

121. ECE Sustainable Transport Division signed the extension of the Memorandum of Understanding which recognizes the Joint Research Centre as the authority responsible for Root and Interoperability Certification for non-EU AETR Contracting Parties. ECE Sustainable Transport Division developed, as part of joint work with the Euromed Transport Project an “AETR Road Map”.

D. Lessons learned/areas needing improvement

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

Cluster 14.b.

Trans-European north-south motorway (TEM) project

A. Expected accomplishment (EA 14.b.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2013: 13 countries

Target 2014–2015: 12 countries

Actual performance 2014–2015: 12 countries

C. Performance assessment

124. During the period under evaluation TEM Steering Committee held four sessions and TEM Project Central Office (PCO) organized two workshops for TEM participating Governments and two iHEEP workshops (cooperation between TEM and US states Departments of Transport).

125. In the last decade the number of participating Governments varied, and in this biennium has stabilized at 11 countries with substantial and financial participation. The stabilization and increase in number of TEM participating Governments as stated in TEM Programme of Work was partly achieved. Successful finalization of administrative procedures for TEM PCO hosting and engagement of TEM Project Manager in 2015 gave additional stability and provided grounds for more focused work on TEM project visibility.

126. Through dedicated workshops TEM focused its activities to exchange of knowledge and best practice in road infrastructure investments and financing, motorway maintenance, intelligent transport systems deployment on motorways, environmental impact assessment and road infrastructure safety management in order to provide assistance to the TEM participating Governments in developing and managing the TEM network. Furthermore, TEM Steering Committee decided on preparation of three analytical papers related to: TEM Project mid-term strategy, road infrastructure safety management on TEM network and TEM project financing which will be implemented in 2016 in order to assist TEM participating Governments to improve the quality and efficiency of motorway infrastructure and operations.

127. The TEM PCO presented TEM experience at “Good practices and new tools for Financing Transport Infrastructure” workshop organized by WP.5, and in seminar jointly

organized by the Belgium Ministry of Transport and ECE on Intelligent Transport Systems: "Towards a new transportation culture: technology innovations for safe, efficient and sustainable mobility".

D. Lessons learned/areas needing improvement

128. The TEM represents a strategic infrastructure development project with a long history and its findings were incorporated into the implementation and improvement of motorways on the international E-road network defined in AGR Agreement. In order to continue with the stabilizing trend and maintain this historic value - TEM Project - should primarily focus on tangible results and production of deliverables which meet needs and requirements of the participating Governments. Furthermore, cooperation in contemporary topics related to management and maintenance of motorways and closer cooperation with TEM participating Governments, ECE working parties on road transport and road safety, TER Project should play a crucial role in re-positioning of TEM Project.

Cluster 15 Road traffic safety

A. Expected accomplishment (EA 15.)

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

B. Indicators of achievement

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

Performance measures:

Baseline 2012–2013: 3

Target 2014–2015: 3

Actual performance 2014-2015: 3 (see below):

1968 Convention on Road Traffic: 1 (Viet Nam, 20 August 2014)

1968 Convention on Road Signs and Signals: 1 (Viet Nam, 20 August 2014)

1968 Convention on Road Signs and Signals: 1 (Republic of Moldova, 8 October 2015)

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

Performance measures:

Baseline 2012–2013: 8

Target 2014–2015: 2

Actual performance 2014-2015: 7 (see below):

- (a) Launch of the ECE-International Union of Railways-Swiss Federal Office of Transport "Saving lives at level crossings" film on the occasion of ILCAD 2014 (3 June 2014)
- (b) UN Road Safety Treaty Day in New York, USA (5 June 2014)
- (c) Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia (October 2014)
- (d) ECE-Economic Commission for Africa-International Alliance for Responsible Drinking Road Safety Workshop for English-speaking African countries in Addis Ababa, Ethiopia (12–13 November 2014)
- (e) Special WP.1 one-day round table in Geneva, Switzerland, on exploring the use of road safety legal instruments to address powered two-wheeled vehicles safety policies in low and middle income countries (23 March 2015)
- (f) Launch of joint ECE-ECA-IARD e-book "Preventing Drink Driving in Africa" with new survey results on road safety issues across the African continent, updates on the implementation of the African Road Safety Action Plan, and recommendations and international good practices to improve road safety in Geneva, Switzerland (23 March 2015)
- (g) ECE-ECA-IARD Road Safety Workshop for French-speaking African countries in Addis Ababa, Ethiopia (7–8 July 2015)

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

Performance measures:

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

Target 2014-2015: 60

Actual performance 2014-2015: 300.

4. Feedback from participants of the seminars, workshops, conferences and events (IA 15. (d))

Performance measures:

Target 2014-2015: Positive feedback (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

Actual 2014-2015: Positive feedback was received based on formal (survey) and informal feedback to the six events arranged above. In addition, the "Saving lives at level crossings" film has been viewed nearly 15,000 times in the 13 months since it was launched.

C. Performance assessment

130. In 2012, the ECE's Inland Transport Committee adopted a ECE plan for the Decade of Action (ECE/TRANS/2012/4 and Corr. 1 and 2). The plan has three goals: (1) To ensure the widest possible geographic coverage of UN road safety legal instruments (2) To assist

countries in the ECE region and beyond in the implementation of the UN Decade of Action for Road Safety (3) To make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond. The ECE plan includes actions, initiatives and measures for several ECE Working Parties which have an impact on road safety. It also addresses priority areas of work as well as implements continuous and future actions for each goal in its geographical area and beyond.

131. To assist widest possible geographic coverage of UN road safety legal instruments, ECE Sustainable Transport Division organized a Road Safety Treaty Day (5 June 2014) in collaboration with the UN Office of Legal Affairs, the Regional Commissions New York Office and the IRU, at UN Headquarters in New York. The program included presentations on global road safety instruments such as the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and the 1998 vehicle regulations agreements as well as international rules on the carriage of dangerous goods. ECE Sustainable Transport Division further promoted these legal instruments to countries worldwide at the Second Global High-Level Conference on Road Safety (Brasilia, 18-19 November 2015), organizing a site-event during the conference on the UN road safety legal instruments.

D. Lessons learned/areas needing improvement

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

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