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Report of the Inland Transport Committee on its seventy-ninth session

Addendum

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* Annexes I-V are contained in document ECE/TRANS/270.

Annex VI

Ministerial meeting on “Past and Future of the UNECE Inland Transport Committee” (Salle XVII, Palais des Nations, Geneva, 21 February 2017)

I. Introduction

1. Transport ministers from around the world, more than 500 participants from 90 countries and the heads of relevant inland transport organizations gathered for a ministerial meeting on the “Past and Future of the UNECE Inland Transport Committee” (21 February 2017, Geneva) to celebrate the seventieth anniversary of the Inland Transport Committee, take stock of its past contributions, and decide on its future mission until 2030 at a time of profound changes, challenges and opportunities globally.

II. Opening and Keynote speeches

2. Mr. M. Sokolov, Minister of Transport of the Russian Federation who represents the troika of chair and vice-chair countries of ITC opened the meeting. Statements followed from Ms. Z. Aitzhanova, Permanent Representative of Kazakhstan and Chair of UNECE, Mr. C. Friis Bach, Executive Secretary of UNECE, and Ms. E. Molnar, Director of the Sustainable Transport Division of UNECE.

3. The keynote welcome speech, “The importance of sustainable inland transport in the economy and world politics” of the host country was delivered by Mr. D. Chambovey, Ambassador and Permanent Representative of Switzerland, on behalf of Ms. D. Leuthard, President of the Swiss Confederation.

4. The meeting was closed with concluding remarks from Mr. J. Kleniewski, Chair of the Inland Transport Committee.

III. Ministerial panels

A. Ministerial Panel I: ITC - Gateway to promote connectivity

5. The panel addressed the continued need for improving infrastructure connectivity, but also looked into non-traditional ways of connectivity that rapidly change the mobility environment. The panel focused on taking stock of, and identifying challenges, opportunities and solutions in strengthening international and local connectivity and the role of the ITC.

6. Mr. S. Aqa, Vice-President of the Islamic Development Bank moderated this segment. The opening speech was given by Mr. M. Sokolov, Minister of Transport of the Russian Federation, and followed by speeches from Mr. A. Akhoundi, Minister of Road and Urban Development of the Islamic Republic of Iran, Mr. A. Zhunusov, Minister in charge of Energy and Infrastructure of the Eurasian Economic Commission, and Mr. A. Kosayev, Deputy Minister of Automobile Transport of Turkmenistan.

7. Interventions followed from:

- Mr. O. Nurkovic, Minister of Transport and Maritime Affairs of Montenegro;

- Mr. A. Hammoud, Minister of Transport of Syria;
- Hon. Datuk Ab. Aziz bin Kaprawi, Deputy Minister of Transport of Malaysia;
- Mr. G.W. d'Oliveira Martins, Secretary of State of Infrastructure of Portugal;
- Mr. L. Mosóczy, Deputy State Secretary for Transport of Hungary;
- Ms. M.M. Grigore, Secretary of State of the Ministry of Transport of Romania;
- Mr. A.A. Qureshi, Acting Permanent Representative of Pakistan to the United Nations Office in Geneva;
- Mr. J-P. Loubinoux, Director General, International Union of Railways (UIC).

B. Ministerial Panel II: ITC - Platform to link regulators and innovators: Technologies for sustainable mobility

8. The point of departure was the fourth industrial revolution and potential impacts on future mobility and inland transport. This segment explored policy responses to technological changes and the conditions for creating a conducive environment for innovations, and how ITC can facilitate the transition. Relevant topics included the increased use of automated driving and autonomous vehicles and their impact on road safety; going electric not only on roads, but also in other inland modes; intelligent transport systems and the growing use of information and communication technologies; the gains and challenges of technological innovations, including cyber security and data protection.

9. Mr. M. Pesut, Chief of the Transport Facilitation and Economics Section of the UNECE Sustainable Transport Division was moderator. Ms. V. Bulc, European Commissioner for Mobility and Transport gave the opening speech. Speech followed from Ms. A. Johansson, Minister of Infrastructure of Sweden, Mr. F. Bellot, Minister for Mobility of Belgium, and Mr. V. Omelyan, Minister of Infrastructure of Ukraine.

10. Interventions followed from:

- Mr. P. Gašperšič, Minister of Infrastructure of the Republic of Slovenia;
- Mr. L.M. Henry, Minister of Transport and Mining of Jamaica;
- Mr. N. Mavraganis, Deputy Minister of Infrastructure and Transport of Greece;
- Mr. T. Mihotić, State Secretary for Infrastructure at the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia;
- Mr. H. Inomata, Director for Technical Planning Office, MLIT, Japan;
- Mr. S. van Dam, Principal Advisor, Ministry of Infrastructure and Environment, Netherlands;
- Mr. N. Frandi, Counsellor and Deputy Permanent Representative to the WTO, Italy
- Mr. J. Viegas, Secretary-General, International Transport Forum (ITF).

C. Ministerial Panel III: ITC - The centre of United Nations transport conventions: The benefits of internationally harmonized regulatory governance for inland transport

11. The discussion about global regulatory governance in transport focused on the role of the national and international regulatory framework in transforming the inland transport sector to achieve sustainable mobility, meet the SDGs, implement the Climate Change

Action Agenda, implement the United Nations Decade of Action for Road Safety, and improve the national and international governance for inland transport.

12. Ms. E. Molnar, Director of the Sustainable Transport Division of UNECE was moderator. Mr. A. Ghedira, Minister of Transport of Tunisia gave the opening speech, followed by speeches from Mr. Z. Kalilov, Minister of Transport of Kyrgyzstan, Mr. R. Amaechi, Hon. Minister of Transportation of the Federal Republic of Nigeria, Mr. A. Avramenko, First Deputy Minister of Transport and Communications of Belarus, Mr. L. Aguilera Ruiz, Secretary of State, Ministry of the Interior of Spain and Mr. J. Todt, United Nations Secretary-General's Special Envoy for Road Safety.

13. Interventions followed from:

- Mr. M.A. Lashley, Minister of Transport and Public Works of Barbados;
- Mr. M. Bataash, Minister of Transport of Afghanistan;
- Mr. S. Bucataru, Deputy Minister of Transport and Infrastructure of the Republic of Moldova;
- Mr. T. Wagner, Deputy Permanent Representative of France;
- Mr. T. Szozda, Chair of the Organization for Cooperation between Railways (OSJD) Committee;
- Prof. E. Meksi, Deputy Co-ordinator/Head, Economic Activities, Organization for Security and Cooperation in Europe (OSCE);
- Mr. U. De Pretto, Secretary-General, International Road Transport Union (IRU);
- Mr. K. Kapila, Chair, International Road Federation (IRF) Geneva;
- Mr. M. Ciopraga, Secretary-General, Transport Corridor Europe-Caucasus-Asia (TRACECA);
- Mr. A. Isawa, Deputy Director, Sectoral Policies Department, International Labour Office (ILO).

IV. Main insights

A. Ministerial Panel I: ITC - Gateway to promote connectivity

14. Participants in the first panel agreed that transport is a key sector which provides access to local markets for goods and to foreign trade. Personal mobility, i.e. transport, results in access to jobs, to social services and, overall, to opportunities. As such, it is essential for economic growth, for alleviating poverty and for improving overall well-being. Infrastructure connectivity is an important first step, but not without the connecting services and the facilitation of crossing of borders for businesses and for people. Land-locked developing countries pay the higher trade costs of transit and border crossing bottlenecks. Infrastructure resilience is an essential component of connectivity in the sense of protecting it from risks to ensure continuity of operation, and in the role of helping communities and the economy to rebuild in post-disaster times.

15. Mr. Sokolov focused on the importance of connectivity in creating competitive transport systems and his country's priority in promoting Eurasian connectivity. He stressed the need for closer cooperation in the pan-European region and concluded that collaborating closely with UNECE and the Inland Transport Committee is a key to tackling these issues. Mr. Akhoundi underlined the significant achievements in the area of customs

and transportation and the contribution of the TIR Convention of 1975 to transport facilitation and trade expansion. He emphasized the computerization by the Islamic Republic of Iran of all of its customs procedures by applying the Comprehensive Customs System and by introducing single windows. Thus, the required ground had been prepared for data exchange between departure and destination offices. Mr. Zhunusov outlined the active steps undertaken by the Eurasian Economic Commission to remove existing restrictions in the transport of goods across modes. Mr. Kosayev emphasized the contribution of Turkmenistan in initiating a broad dialogue on the development of international transport corridors and the two United Nations General Assembly resolutions that were supported by a large number of countries and were adopted in 2014 and 2015.

B. Ministerial Panel II: ITC - Platform to link regulators and innovators: Technologies for sustainable mobility

16. Participants in the second panel agreed that we appear to be before the dawn of a new era for transport and mobility, and discussed the conditions for converting technological changes to the benefit of sustainable mobility and transport. Innovation in transport has revolutionized mobility, and change everything from the way people move, or communicate and pay for the services, to how transport legislation is designed. Ms. Bulc emphasized the priority of digitalizing transport, which at the EU level has been regarded as one of the most important drivers of growth and new employment opportunities, and of autonomous vehicles — as the drivers ultimately have the power to bring about transformative changes for societies as a whole, and improve along the way the lives of citizens worldwide. Ms. Johansson stressed the importance of sharing experiences between nations to take full advantage of existing knowledge and achieve faster the deployment of fully connected and automated vehicles of levels 4 and 5, and a satisfactory level of automated vehicles in the transport systems. Mr. Bellot characterized the ongoing advances in autonomous driving as nothing less than a revolution and urged the Committee to accelerate its work in these areas. Mr. Omelyan stressed that the full potential of transport development in the future will only be reaped once digital transformation becomes the basis of societies, economies and businesses.

17. Participants took the general view that ITC is the cornerstone of international cooperation on inland transport development, and provides the basis for regional and global exchange in the transport sector. ITC has the capacity to bring member States together at the global level and build a common global vision on inland transport, and that can be most seen in high-impact, fast-developing regulatory areas, such as those of autonomous driving. Two key roles were identified for ITC: first, in promoting policy dialogue and the exchange of best practices, recognizing that there are no “one-size-fits-all” solutions. Second, in developing technical standards, thus generalizing the benefits of common global standards, global interoperability infrastructure, and eventually information flow between countries, mode and actors in the supply chain.

C. Ministerial Panel III: ITC - The centre of United Nations transport conventions: The benefits of internationally harmonized regulatory governance for inland transport

18. This discussion dealt with global regulatory governance in transport, and focused on the role of the national and international regulatory frameworks in transforming the inland transport sector to achieve sustainable mobility, meet the SDGs, implement the Climate Change Action Agenda, implement the United Nations Decade of Action for Road Safety, and improve the national and international governance for inland transport.

19. All speakers recognized that we are at the dawn of a new era for international and domestic transport and mobility, characterized by: a growing demand for predictable rules and regulations, the changing relationships between governments and regional integrations, and by the growing political voice of megacities. Mr. Ghedira discussed the perspective of Tunisia, which is the non-UNECE country with the highest number of accessions to United Nations transport conventions under the purview of the Committee, and analysed for his country the importance of being a part of the global inland transport governance. This would improve its performance in road safety in areas ranging from the transport of dangerous goods, to periodic vehicle inspections, to the safety of professional drivers. Mr. Kalilov analysed the role of Kyrgyzstan as a bridge between east and west, and the importance of acceding to key road transport conventions and adapting its national legal framework in line with these conventions. Mr. Amaechi reflected on the impacts of the Committee's regulatory work in improving economic and safety performance, and on the importance of ensuring its inclusiveness and supporting the implementation of the conventions under its purview. Mr. Avramenko made a direct causal link between the United Nations road safety conventions to which Belarus has acceded and improvements in its road safety performance, but also emphasized the importance of developing new conventions to facilitate the international transport of passengers, particularly in the environment-friendly modes of transport such as rail transport. Mr. Aguilera Louis pointed out that the technological revolution we are experiencing carries great potential to reduce traffic fatalities and injuries, and that the new ecosystem of safe mobility and new technologies requires open and flexible regulations. Mr. Todt highlighted the importance of the United Nations conventions on road safety under the purview of the Committee to curb the worrying trends of global road safety and to meet the ambitious targets of SDGs, when more than a billion citizens live in countries that have not acceded to any United Nations road safety convention.

20. Participants in this panel concluded that the international governance of inland transport has a major role to play in implementing the 2030 Agenda. For example, evidence shows that higher levels of adoption and implementation of key United Nations transport conventions under the purview of the ITC are associated with better performance in implementing key sustainable development goals, such as those related to road safety. In this regard, the role of the Committee is critical in promoting good governance and improving the safety and environmental performance of the transport sector, while promoting its competitiveness by embracing new technologies.

V. Conclusion and the role of the Inland Transport Committee in promoting sustainable inland transport governance

21. The meeting concluded that we are at the dawn of the fourth industrial revolution and technological innovations are going to define the sector's impact on the achievement of sustainable development. Advances in digitalization, autonomous and connected driving and information sharing are becoming cornerstones of sustainable transport systems and will revolutionize the movement of people and goods in sustainable, environmentally friendlier ways. At the same time, in addition to unique opportunities, they also create challenges. An essential precondition for the global community to be in position to reap the benefits while tackling these challenges is a common and not a fragmented approach: i.e. working together on smarter regulations, on good implementation and on boosting competitive strength.

22. Here the role of the Committee and its regulatory function as the custodian of 58 United Nations transport conventions are fundamental to ensure the successful transformation of transport systems to meet the challenges of efficiently moving people and

goods in the years to come. Furthermore, through their interventions, ministers and high-level participants made clear the role that ITC can play as an international platform in providing assistance to policymakers, disseminating best practices, providing capacity-building and carrying out analytical activities. For these reasons, ITC underlined the need for regular policy dialogue on the transformation of the transport sector. This transformation will require learning from others, and local adaptation of this knowledge, since no one-size-fits-all solution exist.

23. In more concrete terms, ITC plays a major role in supporting and promoting connectedness among member States and globally. Since its establishment in 1947, ITC has played a pioneering role in facilitating the international movement of persons and goods by inland transport modes and improving the competitiveness of their economies. This has been achieved primarily through the promotion of the development of coherent international infrastructure networks, uniform and simplified border-crossing procedures and standardized international rules and regulations for ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport.

For promoting infrastructure connectivity:

- Infrastructure agreements (AGR, AGN, AGC, AGTC);
- TEM, TER and EATL masterplans ;
- Analytical papers: “Hinterland Connections of Seaports”, “Identification of Bottlenecks, Missing links and Quality of Service in Infrastructure Networks”;
- Implementation of the Almaty Programme of Action and the Vienna Programme of Action.

For promoting service connectivity, transport and border crossing facilitation:

- TIR Convention (1975), Harmonization Convention (1982);
- Other conventions that facilitate international transport and mobility in road, rail, inland water and intermodal transport, and in the transport of dangerous goods;
- Unified railway law;
- Policy dialogue and capacity-building, e.g. Customs2Customs electronic communications project.

24. ITC also facilitates and strengthens the work on innovative transport systems in policy dialogue related to its regulatory and analytical activities. ITC and its subsidiary bodies work tirelessly to facilitate and accelerate the pace of the successful introduction of innovations in infrastructure, vehicles and mobility management that, in turn, will make mobility safer, more efficient and more environmentally friendly.

- Use of ICT in all modes of inland transport: In 2012, ITC endorsed its strategy and road map on the promotion of intelligent transport systems. Ever since, it has been organising the annual flagship round table in strategic partnership with host countries, as well as in partnership with ITU the Networked Car Conference during the Geneva Motor show. Both events bring together experts and policymakers for an open and visionary debate.
- On the regulatory side, for example, the work of the ITC World Forum for Harmonization of Vehicle Regulations (WP.29) has provided tangible results in the efficient development and implementation of globally harmonized regulatory provisions for new technologies in the automotive sector. Overall, the 1958 Vehicle

Regulation Agreement, the 1998 Global Technical Regulations on Vehicles, and the 1997 Periodical Technical Inspections of Vehicles in use, allow the market introduction of innovative vehicle technologies, while improving global vehicle safety.

- Going electric: WP.29 leads global efforts to strengthen the regulatory framework on full- and semi-electric and hydrogen vehicles that are an essential component for decarbonisation of future transport.
- Automated and even autonomous: the ITC Global Forum for Road Traffic Safety (WP.1) has agreed on amending the Vienna Conventions and has addressed the traffic rule consequences of higher-level automation. Close coordination between WP.29 (vehicle regulations) and WP.1 (traffic rules) on automated driving has already started to address these challenges in a more horizontal approach.
- Cutting red tape is facilitated by digitalisation: progress towards eTIR greatly improves the efficiency, speed and transparency of the TIR system, reduces administrative burdens and increases efficiency of international freight. Furthermore, the e-CMR Protocol is an essential basis for more efficient road transport services.

25. In terms of inland transport governance, since its creation in 1947, the Inland Transport Committee has provided a framework for intergovernmental cooperation and concerted action that has led to the development of 58 United Nations transport agreements and conventions. These conventions shape the national and international regulatory governance of inland transport and provide the legal and technical framework for the development of international road, rail, inland waterway, intermodal transport, and for the transport of dangerous goods and other sensitive cargo, such as perishable foodstuff.

26. The UNECE Sustainable Transport Division is secretariat to the UNECE Inland Transport Committee, 20 working parties, to the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. From May 2015, the Division provided the extrabudgetary secretariat services for the Secretary-General's Special Envoy for Road Safety.

For regulatory governance:

- Centre for multilateral transport standards and agreements:
 - Regulations for dangerous goods transport at the global level;
 - Regulations for road vehicle construction at the global level;
 - Development of coherent international infrastructure networks;
 - Uniform and simplified border-crossing procedures.

For safe mobility:

- United Nations road safety conventions;
- Road Safety Performance Reviews (UNDA project, SafeFITS);
- Transport statistics;
- CTU Code.

Annex VII

Report of the seventh meeting of the Chairs of the Committee's subsidiary bodies and of Administrative Committees of United Nations legal instruments in transport under the purview of the Inland Transport Committee (Governments only restricted meeting, 22 February 2017)

Submitted by the Chair of the Inland Transport Committee

I. Introduction

1. The seventh "Meeting of the Chairs of the Committee's subsidiary bodies and the Administrative Committees of United Nations legal instruments in transport serviced by UNECE" was held on 22 February 2017 as part of the seventy-ninth session of the Committee.
2. The Chairs of the Committee's subsidiary bodies and administrative committees of United Nations transport conventions serviced by the UNECE secretariat, the members of the Bureau and Government delegates of Contracting Parties participating at the session of the Committee attended the meeting. In total, more than 70 representatives from 35 countries, including 11 non-UNECE member States, the European Commission and 22 Chairs and Vice-Chairs participated.
3. This year's meeting focused on reviewing the strategy and the future directions of the Committee to better adapt to a fast-changing global environment.
4. Discussions were based on an advance version of the executive summary of the background report (ECE/TRANS/2017/R.1). As a background note, in preparation for and on the occasion of the seventieth anniversary of the Committee and also in light of the important global agreements with a call for transforming transport and making progress towards sustainable transport and mobility, the Committee had decided at its seventy-eighth session to take a strategic look at its activities, priorities, opportunities and challenges. The secretariat was asked to prepare a strategy paper in close coordination with the Bureau of the Committee to facilitate discussions at the 2017 meeting. Due to the demands on the secretariat before the Ministerial, it was not possible to finalize the full strategy paper for the annual session but the intention of the secretariat was to finalize the full paper, ideally within a month from the annual session, to give adequate time for its consideration by the key stakeholders.
5. This annex gives a summary and the conclusions of the meeting based on the views exchanged.
6. Participants at the restricted session agreed that the summary would take the form of the Chair's note which would be annexed to the ITC report after approval by the participating delegates in the restricted session.

II. Launching the strategic review of the Committee

7. Consensus emerged during the discussions on two ideas: (a) that at the present historical juncture, unprecedented “push and pull” factors catalyse significant changes in transport performance that are needed for sustainable development to be achieved, thus triggering globally institutional repositioning of transport-related organizations, and (b) that the Committee’s strategic review needs to be considered within this broader context of change, not simply as a continuation of the Committee’s previous trajectory and legacy.

8. The vision shared by participants at the Meeting of the Chairs was one of a globally harmonized regulatory system for inland transport that would be the foundation for sustainable transport and mobility. At the same time, it was recognized that developmental, economic and environmental challenges in transport were on the rise and evidence was mounting that they are becoming critical in many parts of the world. Participants also recognized that, starting in 2015, the global community experienced a turning point in international cooperation, though global agreements on sustainable development, on climate change mitigation and adaptation, on financial support for development, and in 2016 on the New Urban Agenda.

9. All of these agreements include “pull factor” commitments for the transport sector in terms of concrete targets of the United Nations sustainable development goals, greenhouse gas emission reduction, climate change adaptation and urban mobility objectives. They also imply an ethical commitment to continuously strive to improve sustainability.

10. Additional pull factors were also discussed, i.e. new technologies and the fourth industrial revolution. From digitalization to electrification and the transition to future transport systems of autonomous vehicles, the scale and scope of technological changes involve the transformation of entire systems, including transport systems. At the same time, they have catalysed new business models around the world, challenging and disrupting the status quo, especially in heavily regulated fields.

11. Government considerations and agreements pull the transport sector along other sectors of the economy to contribute to sustainable economic, social and environmental development. New technologies and businesses push for new solutions. At a global level, a number of initiatives endeavour to forge cooperation among international stakeholders, offer a common vision for sustainable transport and create platforms to promote implementation. But where does the Committee stand?

A. Regulatory work, policy dialogue, analytical work and technical assistance: What changes will be warranted by 2030 and beyond?

12. There was general consensus among discussants that the regulatory work of the Committee and its working parties is its core asset. Several delegates pointed out that the administration of conventions and the “standard-setting” work are key priorities and should remain the core business of the Committee’s work.

13. Participants took the view that, in essence, the main outcome of the work of ITC is a set of constantly renewed and updated international agreements, conventions and other international legal instruments, and recommendations on a large number of inland transport issues. Of the existing 58 United Nations conventions, several are global either from the very start or due to their growing use beyond the ECE region, with 1,725 Contracting Parties. But it was also recognized that in addition to negotiating the amendments to existing legal instruments, ITC has been active in facilitating new legal instruments. At present, three new conventions are under consideration.

14. In light of the above, global accession to inland transport agreements, just like in air or maritime transport, is one of the preconditions towards achieving globally sustainable inland transport. There were multiple but nuanced calls for further globalizing the regulatory work of the Committee. Nuanced because some of the conventions have been developed with European experiences in mind, and therefore their “fit” in the circumstance of other countries or regions may require careful consideration. On the other hand, the global conventions under the purview of the Committee create the conditions for a harmonized system of governance of inland transport. Given the high stakes at this historical juncture, these are key components of a global architecture that can help achieve the most aspirational of the goals of the global community. When circumstances are right, the participants called for changes that would further corroborate the global role of the Committee’s regulatory work, including by revising their governance structures, by methods of work and by even the names of conventions to facilitate their global outlook.

15. Giving more visibility to Committee “products” and underlining their impact and benefits was also considered as necessary to achieve the shared vision and in this sense the ministerial resolution had already provided a strong first step, by requesting the parallel reporting of the Committee to UNECE and ECOSOC.

16. The case of autonomous driving and digitalization attracted most of the attention of the discussants because of the technological breakthroughs but also the cross-sectoral challenges they pose in their effective deployment, from data exchanges to safety and security, to institutional jurisdictions. However, it was pointed out that 10 years in the era of innovation amount to a “century”, therefore what will be designed, institution- and regulations-wise, needs to be flexible in order not to obstruct progress by the economic sectors and the industry. The need for smart regulations was raised several times. The digitalization of the transport sector was emphasized and questions raised on how the current international regulatory architecture supports these technological and market developments that are already happening, while addressing security considerations. Furthermore, digitalisation and data collection, and the management of databases by UNECE and the Committee were considered as high-priority areas.

17. The idea of flexibility and adaptation also attracted support by discussants in terms of the need for cross-sectoral cooperation: it is often increasingly difficult to localize certain tasks associated with new and emerging regulatory fields within a single Working Party.

18. On the other hand, capacity limitations were viewed as a constraint that risked compromising the ability of the Committee to cover new ground, while servicing all existing agreements and the demand for support in their implementation. With regular budget constraints, further developing the regulatory functions of the Committee might be derailed unless the necessary resources were identified. Of the three resources scenarios discussed in document ECE/TRANS/2017/R.1, section P, the third (shrinking budgets and transferring functions to other bodies) attracted no support, even though de facto during the 2016-2017 regular budget resources available for the transport subprogramme declined.

19. Today a considerable amount of staff time is allocated to convention-related meetings, administration of legal instruments and communication. Time is also devoted to technical assistance and capacity-building which is additionally limited by scarce resources. Discussants pointed out that to achieve the above objectives and implement ongoing and new tasks, a shift to policy, analytical and capacity-building activities in required areas needs to be considered. Working parties which are reservoirs of knowledge and experience need to be more effectively involved in supporting the accession to and implementation of conventions and other legal instruments under their purview.

20. Thus, many interventions, from UNECE and non-UNECE member States alike, emphasized the importance of technical assistance and capacity-building in order to

facilitate the required steps for the adoption and, subsequently, proper implementation of the conventions under the purview of the Committee. As part of the United Nations, the secretariat has been responsible for policy dialogue and technical assistance supported by analytical activities with a priority to promotion of regional and subregional cooperation, and to provide capacity-building in support of accession to and implementation of legal instruments. Yet, staff and resource limitations place a cap on the secretariat's ability to perform these functions at an adequate scale that is commensurate to the aspired pace of global accessions to and effective implementation of its instruments.

B. Institutional considerations

21. During the discussions, it became obvious that the activities and the role of the Committee cannot be assessed in isolation. Through the work of the Committee's twenty working parties and more than forty expert and informal groups, whose primary activities are to administer and further develop international transport agreements and conventions, and through the twelve Treaty bodies (administrative committees), the Committee has become the custodian of 58 United Nations transport conventions. Annual sessions of the Inland Transport Committee are the crown moments when the results of its work are presented to member States. Therefore, it is important to take a holistic view and consider the Committee and its activities together with the UNECE Sustainable Transport Division, i.e. the UNECE Transport subprogramme and its secretariat. The secretariat also services other intergovernmental bodies, such as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and the treaty bodies, i.e. the administrative committees of 12 United Nations conventions and the TIR Executive Board. In cooperation with ESCAP, it supports the United Nations Special Programme for the Economies of Central Asia, and annually alternates with ESCAP as the secretariat to the SPECA Project Working Group on Transport and Border Crossing. In addition, in cooperation with the UNECE Environment Division and WHO Europe, it services the Transport, Health and Environment Pan-European Programme (THE PEP). It ensures the management and oversight of the Trans-European North-South Motorway and the Trans-European Railway projects. Finally, since 2015 it hosts the secretariat of the United Nations Secretary-General's Special Envoy for Road Safety. All these different bodies work in symbiosis which is facilitated by the services ensured by the common secretariat.

22. In this sense, it was pointed out that the Committee today has considerable "assets" and a healthy core to build on. It also possesses political and institutional mechanisms and possibilities to carry out current and new tasks also in the future and thus to contribute to the development of sustainable transport systems. It was considered important that the strategy paper further addresses the global - regional nexus, underlined by the global and regional conventions administered by the Committee. At the same time, it was stressed that regional aspects of the work should not be considered as a burden but also as evidence of the richness and diversity in the portfolio of the Committee's work.

23. At the same time, it was pointed out that any consideration of creating new bodies, should be budget-conscious and cost-effective, due to budget constraints and the need to avoid duplication with other international bodies

24. It was pointed out by several delegates that working parties face delays in adopting modifications to legal instruments that are vital for keeping these instruments updated and relevant. This issue becomes even more important because of the pace of innovations and new technologies. This means that delays in the adaptation of instruments reduce their relevance.

25. The issue of resources was emphasised, together with the recognition that it is a key dimension without which it is not possible to build a solid set of realistic but aspirational priorities for the Committee's work.

26. Finally, discussants agreed that the discussion of the strategy should be as inclusive and transparent as possible and that is why working parties should have the chance to review and discuss the strategic documents and offer their suggestions.

III. Follow-up to the Seventieth Anniversary of the Committee and next steps

27. On the basis of these deliberations, the Committee **welcomed** the discussion on increasing the Committee's role at the meeting of the Chairs of its working bodies on a rapidly changing global environment. It **considered** ways to increase the influence of the Committee and its working bodies in addressing current challenges and opportunities in a global context, in accordance with the resolution of ministers of the seventy-ninth Committee session of 21 February 2017, including by inclusion in the terms of reference of the working parties on issues in implementing transport-oriented sustainable development goals. In this regard, the working parties should consider preparing contributions to the draft strategy of the Inland Transport Committee that will be considered by the Committee at its session in 2018, and, if necessary, also road maps for the implementation of the sustainable development goals. To this end, it decided to share the executive summary of the strategy paper (ECE/TRANS/2017/R.1) with all the working parties, and invited them to submit their comments and recommendations. When preparing a strategy paper or road maps, working parties should also bear in mind the limited availability of resources and recognize that new activities should be matched by a reduction or discontinuation of one or more activities, unless extrabudgetary funding is made available.

28. The Committee **took note** that the summary of the discussion, i.e. the Chair's note, would be annexed to the Committee's report after approval by the participating delegates in the restricted session.

Annex VIII

High-Level Conference on Inland Water Transport “Steering towards the 2030 Sustainable Development Agenda: The role, challenges and opportunities for inland water transport” (22 February 2017)¹

Moderator’s conclusions

I. Introduction

1. The High-level Conference on Inland Water Transport was held on 22 February 2017 at the occasion of the seventieth anniversary of the UNECE Inland Transport Committee (ITC).²
2. More than 60 participants from 16 countries, including 8 countries outside the ECE region, European Union, River Commissions, International Labour Organization, Eurasian Economic Commission, associations of the European industry and ship-owners, international financial institutions and other key players attended the event.
3. The conference consisted of the ministerial keynote speeches and two panels: the governmental panel discussion on inland water transport of today and tomorrow and the panel on addressing challenges in inland water transport through regional integrations and in different river basins. It was moderated by Mr. M. Bustinduy Navas, European Bank for Reconstruction and Development.
4. The conference was opened by Ms. E. Molnar, Director of the UNECE Sustainable Transport Division, and Mr. A. Vasilyev, Deputy Executive Secretary of UNECE.

II. Main insights and conclusions

5. Ministerial keynote speeches were opened by Mr. M. Sokolov, Minister of Transport of the Russian Federation, followed by Mr. O.H. Tchiana, Minister of State, and Minister of Transport of the Republic of Niger.
6. Panel 1 was opened by Mr. Hoang H.G., Director General of Inland Water Transportation Department of Viet Nam, followed by Ms. M. Niemiec-Butryn, Director of Department of Inland Navigation of the Ministry of Maritime Economy and Inland Navigation of Poland, and a scheduled intervention by Mr. T. Mihotić, State Secretary for Infrastructure, Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia.
7. Panel 2 was opened by Mr. M. Baldwin, Deputy Director General, Directorate-General for Mobility and Transport of EC. The intervention was followed by River

¹ Full report of the High-Level Conference on Inland Water Transport is issued as ECE/TRANS/SC.3/WP.3/2017/18 and is available on the UNECE website at www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html.

² Presentations are available at www.unece.org/trans/events/2017/itc-70th-anniversary/high-levelmeetingoninlandwatertransport.html.

Commissions: Mr. B. Georges, Secretary-General of CCNR, and Mr. P. Margić, Director General of the DC secretariat.

8. Contributions of the shipping industry representatives and financial institutions consisted of the interventions by Mr. A. Van Den Bosch, Director of EFIP; Mr. F. Zachariae, Secretary-General of IALA; Mrs. T. Hacksteiner, General-Secretary of European Barge Union (EBU) and IVR; Mr. A. Klyavin, President of the Russian Chamber of Shipping, and Mr. B. Aritua, the World Bank Group.

9. The participants stressed the importance of inland water transport for the sustainable functioning of national transport systems and its contribution to social and economic development, in particular, for landlocked regions. Inland waterways are an alternative to road transport with the aim of optimizing transport flows and reducing congestion, reducing transport and logistics costs, coupled with appropriate strategic decisions aimed at increasing its modal share and maximising its potential. All this while using the opportunities available to ensure that the rivers of international importance are fully integrated into international transport corridors. The strategic vision of sustainable inland water transport constitutes an essential part of national transport strategies of countries possessing navigable waterways.

10. The participants noted that the current situation in the sector varied with different economic conditions, priorities and commitment to invest to this transport mode. However, common challenges could be identified in the sector at the global level: renovating and upgrading the infrastructure, eliminating the existing bottlenecks, upgrading the capacities of inland ports; the maintenance and rehabilitation of main rivers; strengthening the administrative capacity; developing modern technologies, stimulating the shipbuilding industry and innovations; adequate investment policies and solutions.

11. The participants agreed that improving connectivity was crucial for sustainability and regional integration, and included the development of international transport corridors and links with other transport modes.

12. It was mentioned that, due to the regional nature of inland water transport, the priorities in river basins are determined by their current needs and challenges. Here, the role of River Commissions and their contribution to the sustainability is realized through legal instruments, the harmonization of technical rules and professional requirements, the support of innovations at the regional level, bringing together efforts aimed at ensuring appropriate navigation conditions and addressing the climate change. To this end, it was emphasised that more active engagement of the private sector was desirable for the development of the sector and its activities.

13. The participants pointed out that inland water transport has yet to reach its full potential. They agreed that action should be taken to increase the modal share and the competitiveness of inland water transport. To achieve this, the focus should be on:

- promoting the role of inland waterways as an integral element of intermodal supply chains, developing the intermodality, inland ports;
- eliminating bottlenecks and ensuring the smooth and reliable functioning of inland waterways during the navigation period;
- increased investment in the sector, creating favourable financial, insurance, tariff and fiscal policies, accompanied by measures for fleet renovation and the construction of new vessels;
- eliminating administrative obstacles and improving the legislative framework;
- introducing innovations, modern technologies and data exchange;

- garnering stronger political support and representation of the interests of the sector at the public and private levels.

14. The participants pointed out that enhancing navigation safety and security through innovations and modern technologies, new vessel types using environment-friendly fuels, greening of the fleet, and the use of green logistics offered opportunities for the growth of the sector and contributed to the implementation of the sustainable development goals and combatting climate change.

15. The participants emphasized the role of the Inland Transport Committee and its subsidiary bodies (in particular the Working Party on Inland Water Transport) as a forum for the exchange of experiences and of best practices in the sector: with focus on the pan-European dimension of inland waterways and ports, the harmonization of the navigation rules and technical prescriptions, promoting the coordinated development of inland waterway infrastructure, elaborating strategic recommendations and administering international conventions relevant to inland water transport. The participants stressed that significant results had been achieved through cooperation between EC, River Commissions, UNECE, international associations and other key players, and highlighted the need for further such efforts to facilitate the growth of inland waterways.

16. The participants mentioned the role of inland waterways in addressing the sustainable development goals. As possible actions to facilitate the sector at the global level, it was proposed to consider developing a global database with maps of inland waterways and establishing a network of inland water transport experts and stakeholders by conducting regular gatherings such as the Global Conference on Inland Water Transport, by using the ITC platform or virtual connections. It was agreed that all issues addressed at the conference could provide a strong foundation for preparing the Global Conference on Inland Water Transport to provide the opportunities for bringing the sector forward.

17. The preparatory meeting of experts for the Global Conference on Inland Water Transport was held on 22 February 2017, in the afternoon. The report of the meeting is issued as ECE/TRANS/SC.3/WP.3/2017/19 and is available on the UNECE website at www.unece.org/trans/main/sc3/wp3/wp3doc_2017.html.

Annex IX

UNECE/ITC-UNEP conference on "Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles" (20 February 2017)

Moderator's conclusions

I. Introduction

1. The UNECE/ITC-UNEP conference was opened by Mr. C. Friis Bach, Executive Secretary of UNECE. The Executive Secretary highlighted the key role of transport as an enabler of mobility of the public and of businesses. It provides access to work, health and education on the one hand and access to markets and supply chains on the other. He stressed that the negative impacts of transport on human health and the environment resulting from the dependency of transport on oil derived fuels are a challenge that warrants continuous action. He described activities of the ITC and its subsidiary WP.29 directed at curtailing such negative impacts of diesel and petrol engines, highlighting engine emission level standards for new vehicles and schedules for their implementation developed within these forums. The Executive Secretary underlined that maintaining stringent requirements for controlling the environmental impact of vehicles in use is equally important, stressing that Rule No. 1 under the 1997 Agreement on Periodic Technical Inspections is an appropriate regime that States can apply towards this end. He emphasized the active role of UNEP in supporting the shift to cleaner and more efficient vehicles, mentioning the organizations initiatives including the Global Fuel Economy Initiative and the Partnership for Clean Fuels and Vehicles (PCFV) that supports countries in introducing cleaner vehicle standards and policies to promote the import of cleaner used vehicles. The Executive Secretary recalled that improving the environmental performance of vehicles is a key element in achieving a series of sustainable development goals defined under the 2030 Agenda, and that urgent action in this respect is especially warranted in low- and middle-income countries. He concluded, however, by emphasizing that all countries need to share responsibility and work together to develop effective solutions that will secure a system in which used cars exported from high-income countries, and imported by low- and middle-income countries, depart their origin and arrive at their destination in a satisfactory condition, one that is safe for human health and the environment.

2. The conference was moderated by Dr. L. Fulton of the University of California, Davis, Institute of Transportation Studies. It consisted of three sessions with presentations from speakers and consequent discussions, and a concluding observation segment:

(a) Session I: Used vehicle flows current state and policies of used vehicle flows

- Dr. L. Fulton, UC Davis Institute of Transportation Studies - The impacts of used vehicles to climate change and air pollution worldwide;
- Mr. R. de Jong, Head of Transport, United Nations Environment - An overview of current policies in place, in developed and developing countries around the world; and
- Ms. E. Molnar, Director, Sustainable Transport Division, UNECE - The need for a paradigm shift in our relationship to vehicles and the role of the Inland Transport Committee;

- (b) Session II: National policy and industry examples: developing and developed countries
 - Ms. B. Lorz, European Commission DG Environment - Implementation of the ELV Directive and the EU Guidelines of shipment of waste vehicles;
 - Ms. S. Gomez Garrido, DGT-Spain - Spain's legislation related to the export of used vehicles;
 - Mr. E. Fernandez, CITA International Vehicle Inspection Committee - Periodic technical inspections for cleaner and safer used vehicles;
 - Dr. G. Mehlhart, OEKO-Institut, Germany - Possible policy measures to cope with the environmental problem caused by used vehicles in low- and middle-income countries;
 - Mr. T. Shynar, Director, Central Asian Regional Economic Cooperation (CAREC) Programme country office in Kazakhstan - Import of used vehicles for renewing the fleet and bring in new technologies;
 - Mr. G. Banaga Baingi, Assistant Commissioner, Ministry of Energy and Mineral Development - Challenges to Uganda as the average age of imported cars is 16.5 years; and
 - Mr. C. Man Shrestha, Director General, Department of Transport Management, Nepal - Challenges to develop a national policy on used vehicles in Nepal;
- (c) Session III: Stock taking of possible solutions
 - (i) Current Initiatives to promote cleaner used vehicles
 - Mr. W. Nissler, UNECE and;
 - Ms. E. Dumitrescu, United Nations Environment.
 - (ii) Perspective of countries regulating used vehicles
 - Mr. S. Yalgama, Director, Planning Division, Ministry of National Policies and Economic Affairs, Sri Lanka;
 - Ms. R. Asariotis, Chief, Policy and Legislation Section, UNCTAD.
- (d) End-session/Discussion: Towards a harmonized global agenda
 - Moderator: Dr. L. Fulton, UC Davis Institute of Transportation Studies.
- (e) Way Forward and Next Steps
 - Mr. J. Dusik, Director, United Nations Environment Regional Office for Europe.

3. Nearly 100 participants from 30 countries, including 21 countries outside the ECE region, United Nations departments and specialized agencies, the European Union, intergovernmental organizations, non-governmental organizations and the academia attended the event.

II. Main insights

A. Session I — Used vehicle flows current state and policies of used vehicle flows

4. The conference moderator, Dr. Fulton gave an overview of used vehicle global trade trends, their importance for air quality and environment. He described the policy trends in countries that address the issue of the quality of imported used vehicles, including implementing legislation that sets import age restrictions, bans, and requirements for compliance with environmental standards and incentives for alternative fuel vehicles. That trade in used vehicles is of concern because of inferior vehicles — both in terms of safety and environmental impact. Correlations between age and CO₂/emissions are the result of efforts in Japan, United States of America and Europe to reduce emissions from vehicles. He stated that fuel qualities have reach the minimum acceptable standards in most countries. Therefore, it is no longer a concern whether local fuel would cancel out the emission reduction effects of modern vehicle engines, nor adversely impact engines of other parts of the vehicles. He flagged the issue of new vehicles not meeting basic environment and safety standards, namely that vehicles developed specifically for developing economies do not meet these basic standards, whereas younger used vehicles coming from the Japanese, American and European markets do meet these standards and are equipped with the latest technology.

5. Mr. de Jong, stated that used car imports and exports are increasing and are fuelled by the growth in dispensable personal incomes of citizens of importing countries. However, the income levels allow only purchasing of old vehicles with high emissions factors. He emphasized that regulating used vehicles is not about blocking vehicle ownership or limiting motorization, but about making vehicle flows cleaner and greener. He underlined that many importing countries have regulations on used vehicles. National policies that can reduce the environmental impact of used vehicles include setting standards, age restrictions, fiscal incentives, and from the supply side export restrictions and/or standards. However, many developing countries have no policies at all, especially in Africa and Central America. He stressed the importance of collecting data. Even getting a basic picture of used vehicle flows is difficult as very little data is available on used car flows and quantities on a global scale. In conclusion, he highlighted the benefits that a global approach to addressing used car impacts could bring including, harmonization of rules, cost benefits in terms of fuel and vehicle maintenance costs and reduced health impacts.

6. Ms. Molnar emphasized that mobility is necessary for economic growth. When defining policies, care must be taken to secure that they enable economic growth by meeting the demand for mobility, while simultaneously addressing environmental concerns. She provided an overview of UNECE transport legal instruments, and the Inland Transport Committee's programmes, activities, and tools, run by the Division, which can assist countries in formulating used car policies, including the 1997 Agreement on Periodic Technical Inspections and the ForFITS tool for evaluating policy impacts on emissions reduction.

7. The moderator opened the floor for discussion. The representative of the UNECE Environment Division introduced the Convention on Long-range Transboundary Air Pollution, and its Gothenburg Protocol. The Protocol contains a guidance document on emission control techniques for mobile sources. The document aims to provide contracting parties with guidance in identifying the best abatement options for mobile emission sources, with particular reference to best available techniques.

8. The representative of Global NCAP indicated that the environmental impact of used cars is a huge overlooked issue. He stressed, however, that the safety of used cars is also a challenge. Addressing two issues in-sync can double the cost-benefits when you include the safety dimensions of used vehicles. A systems approach includes fuels, vehicles and safety. He strongly supports the 5-year age limit restrictions, indicating however, that brand-new cars sold into emerging markets can be worse safety-wise and emission-wise than second-hand vehicles. Brand-new 2016 vehicles sold in developing markets and developed for those markets may not have electronic stability control (ESC) - the single most safety-developing invention since the seat belt. Safety performance of vehicle must be included as a benchmark for imports - including ESC. Global NCAP has data on the status of these 'new' vehicles in terms of safety.

9. The representative of CITAC Africa stressed that this organization shares concern for safety and materials movement. The development of rail networks in Africa would contribute to a modal shift from road transport, especially in terms of freight volumes, having a strong positive impact on the reducing transport related emissions.

10. The representative of the World Bank introduced the Bank's work with governments in Africa to address used car import issues. He pointed out the limitations of an age-based approach to limiting used vehicle flows. How are vehicles maintained on the back end affects both emission and safety standards. He stressed the need for consistency in enforcement. He emphasized that it is important that consumers in importing countries are aware of and have access to correct information about the safety and environmental impact of the used vehicle. Therefore, an important question is how can this information be securely moved the vehicle, having in mind that instruments inside it can tampered with at any point before, during or after transit.

11. The representative of United Nations Environment pointed out that most sales of used vehicles are through the internet, and this basic information on safety and emissions is not available. Once the vehicle has been delivered to the import country it is too late. Importers and exporters need to collaborate on this information. In addition to environment and air pollution, the issue of used vehicles has many implications, including safety, subsidies, and fuel subsidies.

12. The representative of UNECE Sustainable Transport Division reiterated that acceding to United Nations legal instruments on vehicles, specifically the global agreements (1958 and 1997) provide a framework to the contracting parties for developing legislative solutions to offset the current negative impacts of used car imports on safety and on the environmental quality in their countries.

B. Session II — National policy and industry examples: Developing and developed countries

13. Ms. Lorz provided an overview of on end-of-life vehicles (waste vehicles) policies of the European Union (EU). Since the 1990s, the EU has addressed most problematic waste streams, with extended producer responsibility — recycling targets and also recyclability. The responsibility of producers and member States is to organize collection and treatment of end-of-life cars. Continuous efforts are directed to achieving greater percentages of recycled cars. However there is a gap of vehicles that 'disappear' and do not make it to recycling (3.5 million). Guidelines are provided for customs authorities on how to distinguish between used and waste cars that fall under the Basel Convention, e.g. include a valid roadworthiness document.

14. Ms. Gomez Garrido described the 2015 Road Safety Act. It envisages the withdrawal of vehicles that do not comply with minimum safety and environmental

requirements from circulation, and prevents their export to another country. A vehicle intended for scrapping in a developed country, and that is not roadworthy, must not be driven in another country. At present, Spain is developing vehicle regulations that will define which vehicles can be exported based on criteria such as the level of technology incorporation of active and passive safety features, vehicle age, Euro NCAP star rating and mileage. Occupants of cars which are 7 years or older have twice the risk of dying. She stressed that it is a country's responsibility to ensure that vehicles that endanger the lives of vehicle occupants are not exported.

15. Mr. Fernandez stressed the importance of the continuous compliance of vehicles with environmental and safety regulations and standards, from registration to scrapping, including any vehicles entering a country. Age restrictions on imports or exports of used vehicles can achieve only limited results taking into account their necessary upkeep and potential tampering with equipment and parts. The prevention of tampering with the parts and structure of vehicles, and their regular maintenance is paramount in keeping vehicles in compliance with necessary standards.

16. Dr. Mehlhart presented vehicle flow analysis in the EU, including the 2014 statistics on EU used vehicle exports: the number of vehicles, value and the countries of destination. He underlined that removing emission controls from exported vehicles is still an issue, including catalytic converters and diesel particulate filters. Technical inspections can be done in exporting countries, but the rules/guidance on what is an end-of-life vehicle are very vague (correspondence guidance should be obligatory). He stated that an export side measure could be an obligation that exported vehicles have an inspection certificate. Never the less, he advised that importing countries should undertake measures to ensure that imported used vehicles are roadworthy and comply with the appropriate safety and environmental standards.

17. Ms. Shynar introduced the work of the CAREC programme which has focused to date, on financing infrastructure projects and improving the region's policy environment, addressing inter alia the priority areas of transport especially road transport. She emphasized that used cars have a very negative impact on the environment in the region. She introduced regional experiences, highlighting that setting the Euro 4 limit has had a renewal effect on the national fleet of Kazakhstan, and coupled, with age-based registration fees, has led to considerable improvements.

18. Mr. Ntangeerwa underlined that the EAC long-term strategy is to set a 2-year age limit restriction for import of used vehicles. In the short term, the strategy centres on enhancing vehicle inspections. He emphasized the importance of harmonizing minimum standard requirements for vehicles. He indicated that the development of an intermodal transport strategy is underway, the aim of which is to also to trigger a transition to more sustainable road transport.

19. Mr. Banaga Baingi introduced the conditions of the Ugandan road transport sector. The main characteristics dictating trends in the road transport sector are poor infrastructure, undeveloped public transport services and low average income of the population, because of which the majority of the population cannot afford vehicles of good quality. He stated that the main problem is not used vehicles per se, but that a high proportion of the used vehicles entering the Ugandan market does not comply with the standards of the end of useful life. On the other hand, he stressed that if strict periodic technical inspections were enforced, a vast proportion of the vehicles on the roads currently would be taken out of the fleet. Internet sales websites for used vehicles, a major platform for the trade in used vehicles in Uganda, do not provide suitable and sufficient information about the condition of vehicles on sale to potential buyers. Once such vehicles enter the market it is already too late to act in terms of enforcing their adherence minimum environmental and safety standards. He concluded by inviting exporting countries and international organizations to

work together towards developing a system that would prevent in the first place, the export of non-roadworthy used vehicles from the countries of origin.

20. Mr. Man Shrestha introduced the Nepalese used vehicle import policy, the emissions legal framework and the challenges authorities are faced with. Nepal is entirely dependent on imported vehicles. Powered two-wheelers represent 78 per cent of the total vehicle fleet. Only brand new vehicles can be imported into Nepal, while used or second-hand vehicles are banned/restricted. Imported vehicles must comply with the Euro III emissions standard, and the import of electric vehicles is encouraged through the exemption of customs duties. Vehicles owners must acquire “green stickers” — a certificate of compliance to emissions standards only exempt for tractors, dozers, cranes, rollers and excavators. Standards are set for various types of vehicles and fuels. He indicated that the high duties on the import of vehicles are one of the major sources of national revenue. Liberalizing imports of used vehicles may therefore reduce public revenues. Furthermore, it will be more difficult to maintain emissions standards, and to control the entry of old and substandard vehicles from neighbouring countries as strong mechanisms to monitor and check emissions standards are currently not in place. The Government of Nepal has decided to ban public vehicles in the Kathmandu Valley of more than 20 years old as from 1 March 2017. This would help reduce air pollution, decrease the number of road traffic accidents and lower the overall transport-related costs thanks to lower maintenance costs and better fuel efficiency of newer vehicles. He concluded by describing the steps that Nepal would have to take before coming to a decision on lifting the ban on import of used vehicles: including the establishment of stringent criteria and standards for imported used vehicles, allow importing used vehicles only from developed countries like Germany, Japan, United Kingdom of Great Britain and Northern Ireland, United States of America and others, and ensuring strict monitoring of cross-border vehicle movements.

21. In the discussion ensuing after the scheduled interventions from panellists, the participants touched upon a number of issues raised during the panel presentations. The representative of OEKO stated that in the response to his organization’s enquiry, European harbour authorities stated that they do not have capacity to carry out spot-checks of vehicles in harbours. The representative of Barbados described his countries’ experience when setting a 4-year age limit on importing used vehicles as very detrimental to importers. The country is considering establishing a 5-year or older age limit for used vehicles to be coupled with mandatory annual inspections. The representative of the World Bank indicated the example of New Zealand, which carries out inspections on ports of export and of import.

C. Session III — Stock taking of possible solutions

22. Mr. Nissler provided an overview of the World Forum for Harmonization of Vehicle Regulations (WP.29), its Working Party on Pollution and Energy and the United Nations regulations that address vehicle emissions of air pollutants. He introduced the 1997 Agreement on Periodical Technical Inspections and its principal elements, and included United Nations Rules No. 1 and No. 2 related to environmental issues and safety inspection of vehicles respectively.

23. Ms. Dumitrescu provided an overview of global efforts to promote cleaner used vehicles and argued about the benefits of a global approach. An effective global approach is possible through public-private partnership. United Nations Environment is involved in a number of leading global public-private partnerships, which are now also starting to look at used vehicles issues. The Partnership for Clean Fuels and Vehicles could be a venue to implement a global harmonized programme to support the introduction of cleaner used vehicles.

24. Mr. Yalgama gave examples of how Sri Lanka's proactive national policies can ensure relatively clean used cars and leapfrogging to clean technology. Sri Lanka has enacted taxation of large cars, age-based import restriction (less than 3 years), high tax rates for internal combustion engines and low rates for hybrids and EVs. He explained that policies have led to a better condition of cars (also due to vehicle inspection and maintenance regime), smaller cars on roads, and greater contributions to state revenue. The pertaining tax income is projected to reach pre-2015 registration levels and the measures have curbed congestion. Taxes are not linked to vehicle age. The same tax applies to all, but it deters import of older cars.

III. End of the session and Discussions: Towards a harmonized global agenda

25. Based on the day's proceedings and the ensuing discussions, participants identified a set of themes that should be considered and deliberated on by stakeholders in the continuing dialogue on cleaner used cars. The moderator summarized the discussion in setting out seven major areas for further consideration:

- Better information for used vehicle consumers in importing countries is needed. Accurate information must come from exporters.
- Age restrictions and additional metrics beyond age are needed
- Incentives to move to clean technology through second hand vehicles; accessing credit for new cars.
- Inspection on exporting (spot checking and random enforcement) and importing side. Focus on existing fleet, scrappage, both in general and specifically when cars come in.
- Sharing the burden and responsibility of improving the environmental and safety performance of the vehicle fleet in importing countries — exporters and importers must take appropriate steps in their respective jurisdictions.
- Disposing of end-of-life vehicles in importing countries needs more discussion and guidance on waste streams needs to be considered in national discussions.
- There is a lack of sound data. Relevant gaps and research include the flow of vehicles, flow of information about vehicles, evaluation of policy options in-depth in terms of costs and benefits and what vehicle information tracking possibilities exist.

IV. Way forward and next steps

26. Mr. Dusik summarized main conclusions and recommendations stemming from the conference discussions:

- Used vehicles are a major issue that needs to be addressed not only due to health, environmental and climate issues but also due to traffic safety.
- Many various approaches to regulating used vehicle imports exist at the national level — regulation, tax incentives, awareness campaigns, vehicle age restrictions, bans — but there is no pattern or common denominator. These circumstances and experiences lead to the conclusion that the issue of used car imports needs to be addressed in a more systematic way.

- A harmonized approach is missing- many countries have different targets and policies
- The availability and quality of fuels in importing countries needs to be addressed in parallel, because the use of cleaner fuels combined with cleaner vehicles will yield increased emissions reductions.
- The challenges for importers include, but are not limited to, inspection of vehicles before they are exported, restrictions at import in country, removal of filters from cars before export or other tampering with embedded technologies and consumers awareness.
- In order to avoid loopholes, a combination of export and import interventions need to be made.
- Accession to and application of UNECE legal instruments concerning vehicles and used vehicles can be a fruitful path to consider in importing countries, in their efforts to control the environmental impacts and safety characteristics of vehicle fleets (Periodic Technical Inspections, 1997 Agreement).
- Partnership for Clean Fuels and Vehicles could be avenue to implement a global harmonized programme to support the introduction of cleaner used vehicles.
- The example of Sri Lanka demonstrates that a proactive approach of combined policies can ensure relatively clean used cars and enable leapfrogging to clean vehicle technology.
- Consumers and receiving countries need information about the environmental performance before they buy/register used cars. Exporting companies have the responsibility to provide such information.
- Leap frogging to cleaner technology can be achieved through price (tax) diversification/ incentives.
- In terms of inspection, three possibilities were identified: before export, at import and in-use (including spot checks). Inspection before export is most important.
- Sharing of the regulatory and enforcement responsibility between the importing, low-income, and exporting, high-income, countries is key to making sure that used cars arriving in import countries are in line with environmental and safety requirements.
- More basic research on used vehicles, i.e. on their flows, is needed.
- Interventions put in place should be seen as a package, combining interventions such as age restrictions, tax incentives and application and enforcement of standards (for export, and import and use).

Annex X

UNECE-IsDB joint workshop on the United Nations inland transport conventions and the kick-off meeting on the joint UNECE-IsDB project on enhancing regional connectivity through geographical information system (GIS) (22 February 2017)

I. Introduction

1. The UNECE/IsDB workshop was opened by Mr. S. Aqa, Vice-President of Cooperation and Country Programming at the Islamic Development Bank. He congratulated the Committee on its seventieth anniversary and he pointed out that ITC agreements, master plans and conventions have provided frameworks for integrated cross-border mobility. As a multilateral development bank with 57 member countries in four continents, IDBG shares the same objectives as ITC. The transport sector receives the largest share of IDBG financing. In the last two years, total IDBG operations in transport amounted to US\$3.5 billion. Since 2014, IDBG has reported on the sustainability of its transport projects. By 2015, 100 per cent of its road projects were reported to have road safety components. IDBG and UNECE signed an MOU in 2011, which has resulted in concrete activities aimed to implement its transport conventions in IDB member countries and establish of a regional transport Geographic Information System (GIS) database. The GIS platform is expected to become a regional observatory of inland transport in the region.

2. The workshop was moderated by Mr. M. Mirzaei Kahagh (IsDB) and Mr. K. Alexopoulos (UNECE). It consisted of two sessions with presentations from speakers and consequent discussions, as follows:

- (a) Session I: Kick off meeting of the transport GIS project “enhancing regional transport infrastructure connectivity and establishment of a transport geographical information system (GIS) database
 - Mr. M. Mirzaei Kahagh, Senior Cooperation Specialist, - Introduction on the joint UNECE and IsDB project;
 - Mr. K. Alexopoulos, Sustainable Transport Division, UNECE — presentation on the two studies that will take place during the project: innovative solutions to finance transport infrastructure, benchmarking transport infrastructure construction costs;
 - Mr. M. Dagan, Sustainable Transport Division, UNECE — presentation on GIS applications benefits and on GIS maps.
- (b) Session II: Main United Nations Transport Conventions
 - Mr. A. Bouten, Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), International Convention on the Harmonization of Frontier Controls of Goods, (1982);
 - Mr. W. Nissler, 1998 Agreement on United Nations Global Technical Regulations (United Nations GTRs), Agreement concerning the Adoption of Uniform Technical Prescriptions (Rev.2) 1958 Agreement, Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical

Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (1997);

- Ms. S. Mansion, Ms. A. Mireles Diaz, European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP);
- Mr. R. Nowak, 1968 Convention on Road Traffic, 1968 Convention on Road Signs and Signals, European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) / Convention on the Contract for the International Carriage of Goods by Road (CMR); and
- Mr. K. Alexopoulos, Unified railway law.

3. Nearly 50 participants from 13 countries, United Nations departments and specialized agencies, international financial institutions, intergovernmental organizations and non-governmental organizations attended the event.

II. Main insights

A. Session I — Kick off meeting on the joint UNECE-IsDB project on enhancing regional connectivity through geographical information system (GIS)

4. The first session was on the joint UNECE-IsDB project on enhancing regional connectivity through geographical information system. The project will comprise four different components: establishment of a GIS database, preparation of the list of potential investment projects and their prioritization, and two regional studies on “benchmarking of transport construction and maintenance costs” and “establishment of multi-donor RCI financing facilities”.

5. Establishment of a GIS database: of a transport geographical information system application will be created to facilitate the analysis, dissemination and visualization of data and information on transport infrastructure including international transport operations and trade flows in the MCs of the IDB, ECO and the EATL initiative of UNECE. This task will be accomplished by acquiring and customizing GIS software and establishing of GIS database for transport infrastructure networks and infrastructure projects (under development, planned, funded and non-funded), and cargo and trade flows.

6. Preparation of the list of potential investment projects and their prioritization: will include collection of data and information about the investment projects for filling the missing links and upgrading or modernization of the existing networks. Such a pipeline will include priority projects, which will form a regional investment programme/plan consisting realistic short, medium and long-term interventions. This will include an extensive inventory of specific road, rail, inland waterway, port, inland terminal and other infrastructure projects for the participating countries, together with their estimated budget and an implementation plan.

7. Benchmarking of transport infrastructure construction costs: this is a critical step for having realistic construction costs, efficient governance and a stable investment programme without unexpected cost increases. The use of benchmarking of construction costs could also be useful for cost estimates and for control of project costs. The analysis of construction costs should include road, rail, inland waterways, ports and intermodal transport and logistic centres construction costs. The use of benchmarking of construction

costs will enable estimation of project costs, existing financial gap at regional level and effective planning for resource mobilization initiatives needed for implementation of the projects to be identified under the previous component of this project.

8. Good practices/success stories for financing RCI and regional transport connectivity: Due to relatively underdeveloped infrastructure in the region, there is a huge investment gap, which needs to be filled through conventional and innovative financial resource mobilization mechanisms. Moreover, regional projects, by nature, are more complex than national ones necessitating additional financial resources and higher coordination efforts. Therefore, after the preparation of the pipeline of regional investment projects, there will be a need to consider necessary mechanisms for preparation, financing and implementation of the bankable identified projects. The preparation of the projects pipeline would be the first step to maximize investor participation in financing regional connectivity.

B. Session II — Main United Nations transport conventions

9. The aim of the workshop was to present the benefits of accession and implementation of United Nations transport legal instruments, especially to the 11 common member States between the EATL project and IsDB, and to exchange information on implementation practices and challenges. Since its creation in 1947, the Inland Transport Committee has been a framework for intergovernmental cooperation and concerted action in order to facilitate the development of transport while improving its safety and environmental performance.

10. High-level participants from UNECE and non-UNECE countries supported by IsDB had the opportunity to get an overview of the main United Nations transport agreements and conventions under the purview of the ITC and its subsidiary bodies. These conventions provide the international legal and technical framework for the road, rail, inland waterway and combined transport. They also provide for uniform and simplified border-crossing procedures, rules and regulations for transport of dangerous goods and harmonization of vehicle regulations. All legal instruments have triple impacts as they contribute to improved traffic safety, and to improved environmental performance of the sector, and finally they serve as facilitators for international movement of people and goods.

11. Participants gained understanding of the mechanism whereby the United Nations legal instruments are kept updated through the activities of the treaty bodies, i.e. the administrative committees, supported in this work by the working parties of the Committee.

Annex XI

Global Road Safety Film Festival (20-21 February 2017)

I. Introduction and summary of the Global Road Safety Film Festival

1. Images and films can be a powerful way to convey an important message. Films on road safety can play a very important role in raising awareness among the public about the dangers of the road. They can help in minimizing those dangers, among others, through creating a road safety culture by introducing proper road behaviour, by building safe road infrastructure and by permitting and using safe vehicles and equipment.
2. In this context, UNECE partnered with LIFE to organize the 2017 Global Road Safety Film Festival. It was held on Monday and Tuesday, 20-21 February 2017 at the Palais des Nations in Geneva in conjunction with the seventieth anniversary of ITC. It was the second time when both organizations joined forces in organizing a film festival. The first time it was in 2006 for the organization of the first ever global road safety film festival in Geneva.
3. The Global Road Safety Film Festival's mission has been to see filmmakers compete for best 2017 road safety films and for various special category awards while, at the same time, to draw attention of the participants and delegates of seventieth anniversary events of ITC and, through media, of a broader audience to the topic of road safety and to promoting safety through films and images.
4. The festival received 232 films from countries across the globe including countries such as China, Dominican Republic, the Islamic Republic of Iran, Malaysia or Tunisia. All the films can be watched from the festival's website at www.roadsafetyfilmfestival.org/. More than 100 films were publicly screened during the festival.
5. The festival was overseen by a high level jury: Jury President Mr. J. Todt, UNECE Executive Secretary Mr. C. Friis Bach, United Nations High Commissioner for Human Rights Mr. Z.R. Al Hussein, President of the International Olympic Committee Thomas Bach, filmmaker-writer-producer Mr. L. Besson, actress Ms. M. Yeoh, and actor Mr. J. Reno.
6. The festival began with a grand opening ceremony, featuring an opening address by Mr. Todt and statements by members of the Jury. Mr. R. Trottein, President of LIFE and Ms. E. Molnar, Director of UNECE Sustainable Transport Division also addressed the participants.
7. Mr. R. Kennedy, UNECE, Ms S. Corret, LIFE and Ms. C. Stuhlberger moderated and entertained the festival's audience running the grand opening ceremony and the film screening.
8. From all the films screened, the Jury awarded 11 films. The top three winners were a film about drink driving, and two films about distracted driving.
9. The winner of the Grand Prix Prize, "Reflections from Inside Dawn" produced by NGO "We save lives" from the United States of America, addresses drink driving. The film shows an actual prison inmate who was convicted of drink driving after killing a police officer, literally reaching out to club-goers via a video link and encouraging them to take responsibility for their behaviour before getting behind the wheel.

10. The two runner up films “Distracted Driving”, produced by the Road Traffic Safety Research Centre of Ministry of Public Security of the People’s Republic of China (second prize), and “Distracted driving kills”, produced by the Slovenian Traffic Safety Agency (third prize) powerfully displayed the consequences of paying more attention to a smart phone than the road. The increased use of smartphones has led to far more distracted driving incidents. In 2014, in the United States of America alone 3,179 people were killed, and 431,000 were injured in motor vehicle crashes involving distracted drivers. One of the best tools for ending distracted driving is through education and films like the two runners up provide an emotional and vivid view of the consequences.

11. The other awards included:

- Award for the festival’s best Spanish speaking film: Hay que ir con ojo, You have to go with your eyes wide open, produced by the Royal Automobile Club of Spain.
- Award for the festival’s best Francophone film: 4,000, by the National Committee for the Prevention of Road Traffic Accidents of Morocco.
- Award for the festival’s best film on safe riding of a motorcycle: Select the suitable right helmet, produced by the Malaysian Institute of Road Safety.
- Award for the festival’s best film on safe and smart vehicle: A new chapter for Insurance Institute for Highway (IIHS) vehicle research, produced by IIHS of the United States of America.
- Award for the festival’s best film on preventing drink driving: Sprout under bottles, produced National Road Safety Committee of Viet Nam.
- Award for the festival’s best film on road safety innovation: Jawsy produced by the Road Safety NGO from the Russian Federation.
- Award for the festival’s best film on work related road safety: Distracting driving Eicher story, produced by Eicher India.
- Award for the festival’s best European Union film: Safe with Andrew on the way to school produced by the Faculty of Transport and Traffic Sciences, University of Zagreb Croatia.

12. The festival could not be organized without the valuable support of its high level jury, the technical evaluation committee and its sponsors: Alliance Francophone pour la Sécurité Routière, ConorLynch Foundation, Develter Innovation, Directorate-General of Traffic, Ministry of Interior, Spain, FIA Foundation, Global NCAP, Global SafeDrive Alliance, Good Angel, International Alliance for Responsible Drinking, and International Motorcycle Manufactures Association (IMMA).

II. Main insights and lessons learned from the Festival

- The Global Road Safety Film festival was one of the jewel side events of the ITC week, and strengthens the UNECE capacity to reach out to civil society and the broader public.
- At the same time, the first and second global film festivals were strengthened by the link to the ITC session and the location on the United Nations premises in Geneva: the highest ever number of films was submitted; they have been submitted from countries worldwide; and an even higher number of awards was offered to the film producers (along with the main prizes, there were eight awards for special categories of films).

- The Special Envoy's support in securing high level political and cultural figureheads was invaluable to the success of the event, as was the UNECE support to LIFE in conceptualisation and organizational aspects.
 - Technical capacity, especially for managing films submitted to the Festival, was limited and should be strengthened for future endeavours.
 - Building on the success achieved, UNECE and LIFE should explore and look into prospects of working together to continue organizing road safety festivals in the future.
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