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Item 11 of the provisional agenda

Approval of the biennial evaluation of the Committee's work for 2016-2017

Biennial evaluation of Transport subprogramme

Programme performance assessment for 2016-2017

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 2014-2015: 40 + 15 IGO/NGO, average 165 participants

Target 2016-2017: 42 + 15 IGO/NGO, average 170 participants

Actual performance: 2016-2017: 51 + 36 IGO/NGO in 2016, average 500 participants, and 90 + 60 IGO/NGO in 2017, average 500 participants

C. Performance assessment

2. The ITC holds two sessions, as well as four sessions per year of its Bureau.
3. Almost 180 delegates from 51 countries and 36 intergovernmental and nongovernmental organizations attended the seventy-eighth session. The session had a high level policy segment on “Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies”. There was agreement among participants that innovations for sustainable mobility and transport can contribute to solving many of today’s challenges vis-à-vis passenger and freight transport, 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-ninth session, which was attended by more than 500 participants from 90 countries and more than 60 related intergovernmental and nongovernmental organizations. The session had a Ministerial meeting on the “Past and Future of the ECE Inland Transport Committee” that was attended by close to 40 Ministers and Deputy Ministers/State Secretaries and more than 500 participants from around the world. The Ministerial meeting was concluded with the signature of a Ministerial Resolution. The annual session was also complemented with the following side events: Global Road Safety Film Festival (20-21 February 2017); ECE/ITC-UNEP conference on "Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles" (20 February 2017); 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); ECE-IsDB joint workshop on the United Nations inland

transport conventions and the kick-off meeting on the joint ECE-IsDB project on enhancing regional connectivity through geographical information system (GIS) (22 February 2017).

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-eighth and seventy ninth session of the Committee attended the sixth and seventh 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 strategic matters related to repositioning the ITC in a fast-changing external environment to better enable it to fulfil its mandates and strengthen its role as the centre of UN inland transport conventions.

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 Review of Albania as well as related capacity building events (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 2016 and in 2017.

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

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 Transport Infrastructure and Transport Corridors

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

Target 2016-2017: 50

Actual performance 2016-2017: 43 in 2016

2. **Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted after the sessions or as feedback to the secretariat (IA 2.1 (b))**

Performance measures:

Baseline 2014-2015: more than 80 per cent of delegates participating at the survey were very satisfied

Target: 2016-2017: 75 per cent positive

Actual performance 2016-2017:**C. Performance assessment**

10. The main target for the Working Party on Transport Trends and Economics (WP.5) and the secretariat for the 2016 -2017 period were to establish the working party as the transport think tank of the Division and to discuss and analyse attractive, innovative and topical 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, 12 countries and several international organizations participated in the 2016 session. This session was actually dedicated to transport research and academia as well as 18 countries in the 2017 session with the presence of several Ministers of Transport. This is in addition to participation at the three Group of Experts meetings being administered by the Working Party. The target for the 2016-2017 period was 50 countries - without counting IGOs and NGOs. Actual performance reached 80 countries, including those participating in the Group of Experts meetings exceeding the target by 60 per cent.

11. The second strategic decision was the organization of at least one workshop during the session of the working party. In 2016, two workshops were organised on Transport Research and Innovations as well as on Critical Transport Infrastructure and Cyber Security. In 2017 two workshops were organised: on Transport Infrastructure Corridors along Europe and Asia and on Mobility as a Service. These four 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 mobility as a service and resulted to a new tool to be developed by the Working Party, the "International Transport Infrastructure Observatory".

12. The years 2016 and 2017 were very demanding for the group of experts administered by the Working Party such as the Euro-Asian Transport Linkages, the climate change impacts and adaptation for transport networks and nodes and the benchmarking transport infrastructure construction costs.

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 2014-2015: project started and ongoing

Target 2016-2017: project to be completed

Actual performance 2016-2017: project completed successfully

C. Performance assessment

15. Phase III of the Euro-Asian Transport Links (EATL) Project was concluded in 2017. This phase launched at the second EATL High-level Ministerial Meeting, held in Geneva on 26 February 2013, aimed at improving the operational capacity and connectivity of the inland transport routes between Europe and Asia.

16. The project was actively supported by 38 countries from Europe and Asia. The countries were meeting in the sessions of the Group of Experts on EATL to carry out analysis of trends in trade, assess cargo flows between Asia and Europe as well as compare delivery times and costs of cargo on various EATL routes. They also explored possibilities of integrating time schedules and coordinating tariffs for transit on EATL inland routes. They reviewed various initiatives and projects along the EATL corridors and identified the main obstacles hampering cargo flows on EATL inland routes.

17. Based on its work, the Group updated SWOT analysis developed during phase II of the EATL project. It formulated a set of recommendations towards improving the operational capacity and connectivity of the inland transport routes between Europe and Asia.

18. The insight into the analysis carried out during phase III of the EATL Project, the updated SWOT analysis of EATL inland routes and the conclusions and recommendations have been contained in the report of phase III.

19. The report was endorsed by the ECE Working Party on Transport Trends and Economics (WP.5) at its 30th session (Geneva, 4-6 September 2017). The Working Party in

particular welcomed specific recommendations directed to governments, international and business communities to make progress in further operationalization of the EATL routes by taking concrete actions in the areas of transport policy, trade facilitation and infrastructure.

D. Lessons learned/areas needing improvement

20. The project delivered important recommendations to improving the operational capacity and connectivity of the inland transport routes between Europe and Asia. Implementation of the recommended actions in a coordinated way by actors involved along specific transport corridors should allow these corridors to be made fully operational and to make them compete, especially for higher-value and time-sensitive cargo with other routes (maritime and air). As the coordination is a key to success, in particular, between state actors, it appears important that a coordination body at an intergovernmental level should be established to effectively harmonize transport policies, facilitate procedures and standards along corridors as well as to further improve the infrastructure. Such a body should be also periodically evaluating progress achieved along specific corridors.

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 2014-2015: 161 amendments and new regulations adopted

Target 2016-2017: 130 amendments and new regulations

Actual performance 2016-2017: 205 amendments and new regulations adopted until June 2017 and expectations for the November 2017 session

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

Performance measures:

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

Target 2016-2017: 1 publication on helmets and 1 brochure on CRS

Actual performance 2016-2017: A publication on WP.29 (Roadmap on Accession to UN Vehicle Agreements)

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, 1997 and 1998 Agreement.

23. In 2016 and 2017, seven new United Nations Vehicle Regulations¹ which improve vehicle safety and environmental performance were adopted:

- UN Regulation on Brake Assist Systems (BAS), adopted at the June 2016 session of WP.29, provides the enhanced performance requirements for braking systems in cases of emergency braking situations;
- UN Regulation on Electronic Stability Control (ESC), adopted at the June 2016 session of WP.29, decouples the requirements for ESC from the basic braking requirements for light duty vehicles covered by UN Regulation No. 13H;
- UN Regulation on Tyre Pressure Monitoring Systems (TPMS), adopted at the June 2016 session of WP.29, provides the principal performance requirements for TPMS to enhance road safety and reducing CO₂ emissions from light duty vehicles;
- UN Regulation on Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS), adopted at the November 2016 session of WP.29, establishes the performance requirements for these retrofit systems in the shift towards cleaner road transport vehicles using Liquefied Petroleum Gas (LPG), CNG (Compressed Natural Gas) or Liquefied Natural Gas (LNG) as alternative fuels to diesel.
- UN Regulation on the International Whole Vehicle Type Approval adopted at the November 2017 session of WP.29 establishes provisions for the approval of complete vehicles and thus contributes to reaching a harmonized level of vehicle safety and environmental protection at an international level and in addition reduces significantly administrative burden for both member States and industry.
- UN Regulation on Accident Emergency Call Systems (AECS) adopted at the November 2017 session of WP.29 establishes the first ever type approval requirements for vehicle connectivity that allows immediate response of emergency centres in case of a vehicle crash.
- UN Regulation on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions adopted at the November 2017 session of WP.29 establishes requirements for safer and more customer friendly installation of enhanced child restraint systems in cars.

24. As a result of the simplification of UN Regulations on lighting and light signalling, WP.29 adopted Resolution R.E.5 on light sources. This Resolution consolidates all requirements for light sources that previously have been covered in three different UN Regulations and thus provides for a single source.

25. Existing UN Regulations were also updated with 196 amendments which adapt the Regulations to recent technological innovations and which introduce more severe limits aimed at increasing both the safety and environmental performance of vehicles. Among these, WP.29 adopted in June 2016, an amendment to UN Regulation No. 127 (Enhanced Child Restraint Systems, ECRS) of the 1958 Agreement, which introduces the concept of non-integral ECRS allowing for the use of in-vehicle restraint systems (safety belts) together with an ECRS by safeguarding enhanced protection for the child. WP.29 adopted

¹ annexed to the 1958 Agreement.

in March 2017 an amendment to UN Regulation No. 79 (Steering equipment) containing provisions for Automatically Commended Steering Functions (ACSF) with safety requirements and the corresponding testing procedures for Lane Keeping Systems, Corrective Steering Functions and Remote Controlled Parking. These amendments are the first elements towards automated vehicle regulations.

26. Also in 2016 and 2017, 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. The WP.29 Informal Working Group on ITS/Autonomous Driving (ITS/AD) focused its activities on:

- The preparation of a proposal with a harmonized definition of Automated Driving Technologies;
- The determination of items to be addressed during the establishment of internationally harmonized regulations on Automated Driving Technologies enabling drivers to benefit from a higher degree of automation of the driving task and
- The harmonised general guidelines for e-Security and e-Safety in motor vehicles, which have been adopted as an annex to the Consolidated Resolution R.E.3.

27. On 14 September 2017 Revision 3 of the 1958 Agreement on type approval for vehicles, parts and components entered into force. The main objectives of Revision 3 consist of:

- (a) Inserting new provisions for the internationally recognised whole vehicle type approval (IWVTA) system,
- (b) Allowing the Contracting Parties to grant type approvals according to former versions of UN Regulations,
- (c) Establishing at ECE an electronic Database for the Exchange of Type Approval documentation (DETA) between all the Contracting Parties to the Agreement (see para 8 below),
- (d) Modifying the voting conditions for the adoption of new UN Regulations or their amendments to existing UN Regulations (i.e. current the two-thirds majority), and
- (e) Reviewing and strengthening the current provisions with the aim to improve the functioning and reliability of the type approval procedures and the conditions for their mutual recognition (i.e. quality assurance assessment, certification and conformity of production procedures, the tasks, responsibilities and competences of involved parties and aspects related to enforcement such as ensuring market surveillance and safeguard measures).

28. Following the discrepancies between ECE member States on the financing of the hosting of the Database for the Exchange of Type Approval documentation (DETA) under the ECE regular budget during consultations prior to the 2017 Commission session, WP. 29 decided to use extra-budgetary funding for DETA. To this effect, ECE has contacted all Contracting Parties to the 1958 Agreement with a request for donations.

1997 Agreement

29. In 2017 amendments to provisions for periodic technical inspection on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2). [SDG 3.3, SDG 3.9, SDG 11.2, SDG 7.3, SDG 13.3]

30. A new Resolution R.E.6 on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement was adopted in March 2017.

1998 Agreement

31. In 2016 and 2017, WP.29 concluded several years of work on the new Global Technical Regulations (gtr):

- Global Technical Regulation No. 17 on crankcase emissions for powered two- and three wheeled vehicles, adopted at the November 2016 session of WP.29 establishes harmonized test procedures allowing measurement of the crankcase and evaporative emissions and, subsequently, to reduce the emission of unburned fuel which is of a toxic nature;
- Global Technical Regulation No. 18 on on-board diagnosis systems for powered two- and three wheeled vehicles, adopted at the November 2016 session of WP.29 establishes functional On-Board Diagnostic (OBD) requirements for the 'infrastructure' on-board of a motor vehicle in the scope of this gtr (determines inter alia hardware and software design in a technology neutral way and harmonized requirements to conduct the environmental verification test procedure); and
- The new Global Technical Regulation No. 19 on evaporate emission test Worldwide harmonized Light Duty Test Procedure, adopted at the June 2016 session of WP.29 establishes harmonized test procedures allowing to measure the crankcase and evaporative emissions and subsequently to provide for a reduction of the emission of unburned fuel which are of toxic nature;
- The amendments to Global Technical Regulations No. 1 (door locks and door retentions), No. 15 (Worldwide harmonized Light Duty Test Procedure) and No. 16 (tyres) with their adoption.

32. Special Resolution S.R.2, adopted at the June 2016 session of WP.29 was further implemented, related to its aim in reaching higher transparency. On the later one, the secretariat has already initiated first steps by making the WP.29 website more user-friendly and by amendments to the WP.29 Rules of Procedures that will ease the process for attending sessions of the World Forum for NGOs, academia and civil society.

D. Lessons learned/areas needing improvement

33. 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 was heavily impacted by reduction 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.)

34. 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 ECE 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 2014-2015: 80

Target 2016-2017: 40

Actual performance 2016-2017: 72

- 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: 2014-2015: 2

Target: 2016-2017: 1

Actual performance 2016-2017: 1

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

Performance measures:

Baseline 2014-2015: 2

Target: 2016-2017: 1

Actual performance 2016-2017: 1

C. Performance assessment

35. The main target for the 2016 -2017 biennium for the Working Party on rail transport (SC.2) and the secretariat was to continue the revitalisation the work done by the working party, consolidate the increased number of participants seen in the previous biennium and address areas of increased relevance for the rail industry and for member States. Participation in this biennium has continued to grow with representation not only from member States and industry experts, but also from academia. The target for the number of

countries, IGOs and NGOs participating in the annual meeting of the Working Party on Rail Transport for 2016- 2017 was 40 and over 70 participated, continuing the good results of the previous years. When all participants are included in this figure the number is even higher for each session (greater than 50). Importantly, participation from countries extended to member States that had been missing previously as well as to countries that are not member States of ECE. Furthermore, active participation was welcomed by the Regional Integration Organizations as well as the other IGOs.

36. The agenda for the Working Party was further enriched with more detailed discussions on rail statistics, rail security and developments in climate change. Furthermore, closer integration was fostered between the Working Party and other activities within the ITC with closer cooperation with:

- the Working Party on Statistics (through a workshop at WP.6 on the gathering of rail statistics),
- the Working Party on Transport Trends and Economics (through the EATL work), the Working Party on Customs Questions affecting Transport (through the proposed new Convention on Passenger and baggage),
- the Global Forum for Road Traffic Safety (through the work of the expert group on improving safety at level crossings).

37. Close integration with the TER project was consolidated with TER involvement in the activities of SC.2 increasing further, especially through the work of the TER High-Speed Master plan that will subsequently be extended to the entire ECE region. Member States welcomed the increased variety of projects and topics discussed during the sessions of SC.2.

38. This biennium also saw the preparation of the legal text for the work on the Unified Railway Law (URL) which of strategic importance to the sector and the Sustainable Transport Division. The working party prepared, with the help of the group of experts, the detailed legal provisions for URL and is currently overseeing the work of the group of experts in testing the workings of the provisions. In addition, the Working Party also prepared a declaration on URL that was endorsed by ITC in February 2017.

39. Two workshops organised during the sessions of SC.2 in 2015 and 2016. The first workshop was a high-level conference concerning the current situation in, and taking a holistic approach on, international rail passenger traffic on the route East-West took place. The workshop took stock of the main challenges that international rail passenger traffic faces on the East-West route. Participants highlighted the importance of the discussions and requested that this continued to be discussed going forward. The second workshop during the 2017 session was dedicated to railway reform across the ECE region. This workshop brought together a number of countries as well as NGOs and IGOs to discuss the evolution of rail reform in recent years. The workshop was well received and participants were keen to continue work in this area going forward.

40. Regarding the AGC administrative Committee, its preparation and the target of one amendment that was achieved with the Committee approving amendments to the annexes of the AGC. Furthermore, the secretariat continued to further promote the agreement and attract contracting parties through discussions with member States and participation at strategic events of importance to the railways.

D. Lessons learned/areas needing improvement

41. The lessons learned for the work done during the 2015-2016 period are the following:

- (a) Timely and efficient organization and servicing of the annual session of the Working Party as well as its Group of Experts, including related documents and reports;
- (b) High quality, detailed and current topics discussed during the sessions drawing the attention and interest of the participants;
- (c) Continuous cooperation with representatives from participating delegations, ensuring their involvement in the work and listening to their requirements;
- (d) Execution of all mandated activities and implementation of the programme of work to the satisfaction of governments;
- (e) Meetings held efficiently, timely and without complaints from Governments;
- (f) Meeting documents are prepared in time at high quality;
- (g) Meeting reports are prepared by four weeks after the meeting;
- (h) Efficient follow up ensured;
- (i) Successful joint activities with the relevant organizations such as CIT, OSJD, OTIF, UIC as well as other IGOs and NGOs further fostering the growth and relevance of the activities of the Working Party.

Cluster 4.b. Trans-European Railway (TER) Project

A. Expected accomplishment (EA 4.b.)

42. Increased capacity of ECE countries participating in TER project.

B. Indicators of achievement

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

Performance measures:

Baseline 2015: 14 countries

Target 2016-2017: 14 countries

Actual performance 2016-2017: 14 countries

C. Performance assessment

43. The actual performance of the period 2016-2017 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 30.

44. 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 region and TER High-speed Master Plan Phase I Report was prepared.

45. During the Steering Committee held in Geneva in November 2017 TER Steering Committee members adopted Programme of Work for the next period. The Host Country Agreement with the Republic of Serbia on TER Project Central Office (TER PCO) came

into force in 2017 and TER PCO is located in Belgrade. The project management was completed, with Mr. Bessonov as the TER Project manager (in-kind offer by the Government of the Russian Federation) and Mr. Zimmer, as the TER Deputy Project Manager, (in-kind offer by the Austrian Government).

46. A new work plan for the year 2018 has been prepared that will deliver projects with concrete results that will be appreciated by the governments participating in the project.

D. Lessons learned/areas needing improvement

47. Close cooperation with participating member countries and support from railway undertakings in TER member countries is crucial in order to accomplish activities defined in the Programme of Work. 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.)

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

B. Indicators of achievement²

1. Promotion of the second edition of the ECE Blue Book and, on this basis, updating of the AGN Agreement and other relevant ECE instruments (IA 5. (a))

Performance measures

Baseline 2014-2015: Publication of the third revised edition of AGN (paper and online).

Target 2016-2017: Adoption of amendments to the second revision of the Blue Book and preparation of the third revision of the Blue Book.

Actual performance 2016-2017

(a) The third revision of the Blue Book was adopted by SC.3 in November 2016 at its sixtieth session (ECE/TRANS/SC.3/144/Rev.3) and endorsed by ITC at its seventy-ninth session in February 2017. It is available on the ECE website at www.unece.org/fileadmin/DAM/trans/doc/2017/sc3wp3/ECE-TRANS-SC3-144-Rev.3e.pdf

(b) The paper version of the Blue Book was made available in July 2017 in three official languages of ECE.

(c) In conjunction with the previous point, the Blue Book online database was updated. It is available on the ECE website at www.unece.org/trans/main/sc3/bluebook_database.html.

² Two indicators of achievement have been considered.

(d) Resolution No. 49 “Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network” has been revised, and the second revision will be adopted by SC.3 in October 2017 as ECE/TRANS/SC.3/159/Rev.2.

(e) Amendments to AGN emanating from the third revision of the Blue Book were prepared for adoption by SC.3 in October 2017 (ECE/TRANS/SC.3/2017/3).

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 2014-2015: Preparation and adoption of CEVNI 5 and online publication of the code (completed).

Target 2016-2017 was not necessary due to the fact that the action had been already completed and no further performance measures were required.

3. Preparation of the third edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (2020) (IA 5. (c))

Performance measures

Baseline 2011: Adoption of the second edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe

Target 2016-2017: Preparation of a status document relating to the White Paper

Actual performance 2016-2017

(a) The status document of implementation of recommendations of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (White Paper) (ECE/TRANS/SC.3/2015/1) was duly noted by ITC at its seventy-eighth session in February 2016 (ECE/TRANS/254, para. 109).

(b) Following the conclusions of the status document, the new strategy for 2016-2021 was adopted by SC.3 in 2016 and endorsed by ITC at its seventy-ninth session in February 2017 (ECE/TRANS/270, para. 81).

(c) Following the recommendations of the White Paper, the High-Level Conference on Inland Water Transport was held in February 2017 on the occasion of the seventieth anniversary of ITC. The outcome of the conference is highlighted in ECE/TRANS/SC.3/WP.3/2017/18.

(d) Preparatory work for the conference was started for the Global Conference on Inland Water Transport by SC.3 and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) in 2017.

4. Preparation and adoption of the next revision of Resolution No. 61, Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels (IA 5. (d))

Performance measures

Target 2016-2017: Preparation of a consolidated version of Resolution No. 61 and preparation for its second revision

Actual performance 2016-2017

(a) Amendment No. 3 with the consolidated text of the amendments adopted earlier by SC.3 was issued in 2016. It is available on the ECE website at www.unece.org/fileadmin/DAM/trans/doc/2016/sc3wp3/ECE-TRANS-SC3-172-Rev1-Amend3e.pdf.

(b) Amendment No. 4 was adopted by SC.3 in November 2017 as Resolution No. 86. It is available on the ECE website at www.unece.org/fileadmin/DAM/trans/doc/2017/sc3wp3/ECE-TRANS-SC3-172-Rev1-Amend4e.pdf.

(c) New amendment proposals were submitted to SC.3 and SC.3/WP.3 to be included in the consolidated version in 2017 (ECE/TRANS/SC.3/WP.3/2017/14-ECE/TRANS/SC.3/WP.3/2017/16, ECE/TRANS/SC.3/2017/14 and ECE/TRANS/SC.3/2017/15).

(d) SC.3 started work on the consolidated version of Resolution No. 61 in 2017 with due consideration of new developments.

C. Performance assessment

49. SC.3 held two sessions: sixtieth session in November 2016 and sixty-first session in October 2017, and SC.3/WP.3 held four regular sessions: forty-eighth and forty-ninth sessions in 2016 and fiftieth and fifty-first sessions in 2017. Thematic workshops were held at the sessions: in 2015 — safety and security (in February), River Information Services (in June) and recreation navigation (in November); in 2016 — the Rules and Regulations for vessels (in February), inland ports (in June) and the implementation of CEVNI (in October).

50. The Working Party based its activities on: following up of the policy recommendations of the White Paper; its new strategy for 2016-2021; and the revised Terms of Reference adopted in 2016 and endorsed by ITC in February 2017.

51. During this period, SC.3 issued six official publications: (a) the third revised edition of the Blue Book; (b) the second revised edition of Resolution No 59; (c) the third and fourth addenda to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revised), (d) the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49) and (e) the second revision of the Signs and Signals of Inland Waterways (SIGNI) (will be published in November 2017 after its adoption by the sixty-first session of SC.3).

52. During this period, SC.3 continued maintaining and updating the Blue Book online database and the database of models of the International Certificate for Operator of Pleasure Craft issued by Governments available on www.unece.org/trans/main/sc3/icc_resolution_40.html.

D. Lessons learned/areas needing improvement

53. The new strategy for 2016-2021 and the revised Terms of Reference have allowed the Working Party to improve the efficiency of its work, increase its visibility, setting clear priorities for the coming years and providing opportunities for further action. Thematic workshops were successful in ensuring better engagement of key players and determining issues for further consideration. This practice needs to be continued and further work has to be done in order to strengthen direct contacts with stakeholders, ensure tangible results,

increase participation and timely updating activities of SC.3, in particular, when addressing cross-sectoral links with other Working Parties.

54. Since the Plan of action for the implementation of the decisions taken by the Pan-European Conference on Inland Water Transport held on 13 and 14 September 2006 in Bucharest endorsed by ITC Resolution No. 258, the inland water transport sector has experienced major changes and new challenges and, therefore, needs a new impetus for further sustainable development. To ensure this, new strategic goals and action plans, in line with the new strategy for SC.3 shall build on the outcome of the High-Level Conference held in February 2017 and the Global Conference on Inland Water Transport to be held in 2018.

Cluster 6

Intermodal transport and logistics

A. Expected accomplishment (EA 6)

55. Strengthened framework for sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of ECE 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 2014-2015: 30

Target 2016-2017: 35

Actual performance: 2017 - TBA

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 2014-2015: 1 amendments

Target 2016-2017: 2 amendments

Actual performance 2016-2017: 2 amendments submitted in 2017

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

Performance measures:

Baseline 2014-2015: Completed.

Target for 2016: Web-based version in other languages

Target for 2017: Review of use of CTU Code

56. As the CTU Code has now been completed and the next review has yet to be scheduled the Working Party may wish to consider whether it should be kept as an indicator of achievement for the future. The Working Party may wish to consider whether to substitute it with a different indicator (for example: level of participants' satisfaction).

C. Performance assessment

57. The Working Party on Intermodal Transport and Logistics (WP.24) held two regular sessions In addition to the regular session capacity building workshops organized during the sessions on Promoting sustainable intermodal transport through innovating solutions (2016) and on railways, intermodal transport and computerization of transport documents.

58. The targeted number of countries, IGOs and NGOs attending the sessions of the Working Party was achieved in 2016 and 2017 which was 35. 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.

59. Following the completion of the work on ILO/IMO/ECE 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

60. 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 of countries in both the workshops and the session itself. Further direct contact with stakeholders has also ensured increased participation, 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 possibly by increasing the number of days of the annual session from two to three.

61. 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 Customs Questions affecting Transport

A. Expected accomplishment (EA 7.)

62. 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))

Performance measures:

Baseline 2014-2015: 410 delegations, 1,100 participants

Target 2016-2017: 400 delegations, 1,000 participants

Actual performance 2016-2017: 450 delegations³, 993 participants⁴

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

Performance measures:

Baseline 2014-2015: 10 amendments adopted and/or discussed, 1 new Contracting Party

Target 2016-2017: 3 amendments, 2 new Contracting Parties

Actual performance 2016-2017: 21 amendments adopted/and or discussed, 2 new Contracting Parties⁵

3. Number of surveys on the implementation of border crossing legal instruments (IA 7 (c))

Performance measures

Baseline 2014-2015: 2

Target 2016-2017: 2

Actual performance 2016-2017: 6⁶

C. Performance assessment

63. United Nations Economic Commission for Europe (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

³ Note by the secretariat: WP.30/AC.2: 172 (2016); 208 (2017); GE.1:11 (2016); 24 (2017); GE.2: 23 (2016); 24 (2017).

⁴ Note by the secretariat: WP.30/AC.2: 397 (2016); 445 (2017); GE.1:20 (2016); 26 (2017); GE.2: 52 (2016); 49 (2017).

⁵ Note by the secretariat: TIR Convention, 1975: China, India, Harmonization Convention, 1982: Turkmenistan; Container Convention, 1972: Republic of Moldova

⁶ Note by the secretariat: Annex 8 survey, GE.2 survey, survey on customs claims, TIR Carnet prices, survey on composition of TIR Carnet price, survey on T/A TIR Carnet.

protection on the other hand. Their relevance has been confirmed by the active participation of a growing number of countries, intergovernmental organizations (IGO's) and non-governmental organizations (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 2016, China joined the TIR Convention and, in 2017, India, becoming its seventy-first Contracting Party, whereas Argentina and Saudi Arabia have indicated their intention to join in the near future. 21 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 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. In 2016, the Republic of Moldova acceded to Customs Convention on Containers, 1972 and Turkmenistan acceded to the Convention on the Harmonization of Frontier Controls of Goods, 1982.

64. On 26 September 2017, ECE and the International Road Transport Union (IRU) signed a five years Memorandum of Understanding (MoU) on cooperation in the field of computerization of the TIR procedure. The MoU is supported by a Contribution Agreement (CA) towards enhancement of the full computerization of the TIR procedure, signed on the same date and for the same duration. The CA is aimed at funding the ECE activities related to eTIR, such as the continuous improvement and maintenance of the eTIR international system. Furthermore, at the 147th session of WP.30, IRU confirmed its readiness to amend the CA if more funds would be required to ensure the rapid development and deployment of new functions that had been requested by Contracting Parties participating in eTIR projects, thus solving the ongoing issue of how to finance the development of the eTIR international system.

65. The Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) held its twenty-fifth, twenty-sixth and twenty-seventh sessions in September 2016, May 2017 and December 2017, respectively. The sessions were mainly aimed at reviewing the results of the eTIR pilot project between Georgia and Turkey as well as the eTIR pilot project between Iran (Islamic Republic of) and Turkey and assessing the implication of the work of the Group of Experts on the Legal aspects of Computerization of the TIR Procedure (GE.2) on the eTIR specifications. GE.1 welcomed the feedback from the eTIR pilot projects and considered version 4.2a of the eTIR conceptual, functional and technical specifications documents, together with amendment proposals resulting from the findings of the eTIR pilots projects and those of GE.2. As long as no dedicated technical body is created (the draft eTIR legal framework foresees the creation of a technical implementation body) to overlook the development and maintenance of the eTIR conceptual, functional and technical specifications, GE.1 will most likely continue to perform that role.

66. GE.2 commenced its work at the end of the 2014-2015 biennium, namely in November 2015. In 2016-2017 the Group has held 4 sessions. Despite its short mandate, GE.2 finalized the draft legal framework for the computerization of the TIR procedure, against the background of the well-developed conceptual, functional and technical framework as reflected in the relevant GE.1 documentation. A major step forward was the decision to incorporate the eTIR legal framework within the TIR Convention in the form of an optional Annex, as well as the decision on the status and amendment process for the conceptual, functional and technical documentation. However, problematic elements persist, such as, in particular, lack of consensus on the issue of electronic authentication. The draft new Annex 11 to the Convention is currently under discussion by WP.30. The form of the new Annex allows Contracting Parties to move forward with the computerization, while those not yet ready, may opt-out and join eTIR at a later stage.

67. Regular monitoring is indispensable to ensure the proper application of legal instruments at the national level. To that end, the major ECE conventions on border crossing facilitation, namely the Harmonization Convention and TIR Convention, have monitoring mechanisms included. In particular, in 2016-2017, 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 2013 and 2016 and the TIR guarantee level is currently being conducted online. The results will be submitted to TIRExB and AC.2 in 2018. At the request of TIRExB, the secretariat undertakes a yearly returning survey to collect information on the prices of TIR Carnets by national associations, in accordance with the provisions of Annex 9, Part I, Article 3 (vi) of the Convention. Additionally, the Working Party conducted a survey on the level of duties and taxes for tobacco and alcohol products in 2017 and TIRExB conducted a survey on the composition of the price of TIR Carnets. Finally, in 2017, GE.2 conducted a survey on electronic identifications mechanisms in TIR Contracting Parties. The survey results demonstrated that in a number of countries the only applicable authentication method is the Public Key Infrastructure (PKI) electronic signature, issued by a domestic certification authority and, exclusively, to the residents of those countries, which raised a concern about the methods of authentication in draft Annex 11.

D. Lessons learned/areas needing improvement

68. 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.

69. Experience has shown that full computerization of the TIR procedure will not be achieved overnight. However, with the text of new Annex 11 under discussion of WP.30 and the financing of eTIR secured, constructive progress, leading up to the adoption of Annex 11, seems within reach.

70. Future challenges will include the finalization of a new convention to facilitate the crossing of frontiers for passengers and baggage carried by rail to replace the outdated 1952 Convention. A consolidated final draft was submitted by the end of 2017 to both WP.30 and SC.2 for their consideration. In 2016 and 2017, WP.30 also continued considering proposals to amend the Harmonization Convention with a new Annex 10 on sea ports. At its June 2017 session, the Working Party established that, while fully respecting the clear request from ITC and with due respect to all the efforts undertaken so far in preparing a suitable draft, the declaratory and repetitive nature of the text led to the conclusion that there was insufficient support among the participants of WP.30 to continue this exercise.

71. 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 areas such as: (a) the official publication of Annex 8 in countries, (b) improving infrastructure at border crossing points, (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; there is limited progress in the

facilitation of granting visas to professional drivers, and there is no significant implementation of the International Technical Inspection Certificate and the International Vehicle Weight Certificate (IVWC). These areas of work require continued monitoring, possibly by means of conducting analytical work on identifying the bottlenecks in implementation, 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.)

72. 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 2015: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee

Target: 2016-2017: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee.

Actual performance 2016-2017: Participation of 60 countries and 43 IGOs and NGOs in 6 substantive meetings, including 5 capacity-building workshops and 1 session of THE PEP Steering Committee.

C. Performance assessment

73. 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 2016 and 2017. In 2016, three capacity building workshop were organized in Petrozavodsk (Russian Federation), Vienna (Austria) and Vladivostok (Russian Federation) and in 2017 one similar workshop was held in Mannheim (Germany) on the occasion of the 200th anniversary from the invention of the bicycle. In 2017 work focused on the implementation of the fourth High-level Meeting on Transport, Environment and Health (4HLM) (Paris, 14-16 April 2014) and on preparation of the Fifth High-level Meeting that will take place in Austria in 2019. Beyond providing standard secretariat support, the Division has provided extensive support by: undertaking the management of the upgrading of the website and clearing house of THE PEP (2016-2017); being the project manager for the infrastructure module of the cycling master plan (2017-2019); being the project manager of the study on green jobs (2017-2019); undertaking the ForFITS study of the city of Mannheim.

D. Lessons learned/areas needing improvement

74. Operation and management of the cross-sectorial 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. At the same time there is a global rise in interest in the types of transport promoted by THE PEP (active mobility), and enhanced demand for specialised knowledge and know-how that can only be provided by the transport subprogramme 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. 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, despite the upgrading and launch of the new site, the Clearing House will continue in an automatic although modernized mode.

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

A. Expected accomplishment (EA 9.a.)

75. Adoption of amendments to the ADR⁷ 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 RID⁸ and the ADN⁹ 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 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 2015 and 2016 and entered into force by 1 January 2017 for international transport and made applicable to domestic traffic in all European Union and European Economic Area countries by 1 July 2017, reflecting, inter alia, the 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (nineteenth revised edition) (IA 9.a. (a))**

Performance measures:

Baseline 2014-2015: 1 set of amendments to ADR, RID and ADN

Target 2016-2017: 1 set of amendments to each legal instrument

⁷ European Agreement concerning the International Carriage of Dangerous Goods by Road

⁸ Regulations concerning the International Carriage of Dangerous Goods by Rail

⁹ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

Actual performance 2016-2017: 1 set of amendments to each legal instrument (UN Depository notifications C.N.443.2016.TREATIES.XI.B.14 and C.N.744.2016.TREATIES.XI.B.14; C.N.444.2016.TREATIES-XLD.6/C.N.743.2016.TREATIES-XLD.6 and C.N.607.2016.TREATIES-XLD.6/C.N.897.2016.TREATIES-XLD.6; OTIF Notifications RID-16003-CE54, OTIF/RID/NOT/2017 and RID-16009-CE54).

2. **Publication of the consolidated 2017 revised editions of ADR and ADN before end 2016 (IA 9.a. (b))**

Performance measures:

Baseline 2014-2015: 1 ADR, 1 ADN

Target 2016-2017: 1 ADR, 1 ADN

Actual performance 2016-2017: 1 ADR (ECE/TRANS/257, Vols I and II, Sales No. E.16.VIII.1), 1 ADN (ECE/TRANS/258, Vols I and II, Sales No. E.16.VIII.3)

C. Performance assessment

76. 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 nineteenth revised edition of the United Nations Model Regulations (2015) without reopening technical discussions (e.g. as regards the carriage of viscous liquids; gases; polymerizing substances; internal combustion engines or machinery powered by flammable liquids or gases; electric vehicles; lithium batteries and ammonia dispensing systems). They concentrated their work on mode specific issues.

77. For road transport, the Working Party on the Transport of Dangerous Goods adopted new and revised requirements for the construction of vehicles; the examinations for safety advisers and drivers of vehicles carrying dangerous goods and the contents of the instructions in writing to be carried in the vehicles. Amendments to ADR and RID entered into force on 1 January 2017.

78. 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 2017.

79. Directive 2008/68/EC requiring member States of the European Union and of the European Economic Area to apply the provisions of ADR, RID and ADN to domestic traffic was amended accordingly by Commission Directive 2016/2309 of 16 December 2016 requesting the application of the amended provisions by 30 June 2017, at the latest.

80. The secretariat prepared a consolidated version of ADR and ADN in English and French, which was published in June 2016 for ADR (ECE/TRANS/257, Vols I and II) and October 2016 for ADN (ECE/TRANS/258). The Russian versions of ADR and ADN were published in December 2016 respectively.

D. Lessons learned/areas needing improvement

81. 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 European Union 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 European Union 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.

82. Attendance at meetings showed a high level of participation of European Union countries, Norway, Switzerland, the Russian Federation, Turkey and Ukraine and Non-Governmental Organizations, as usual. Nevertheless, several countries with economies in transition such as Albania, Azerbaijan, Belarus, Georgia, 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 2016 in the preparation of the ECE Road Safety Performance Review in Georgia which included a part on ADR and transport of dangerous goods. The Sustainable Transport Division also participated 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 and in events organised by the International Road Union (IRU) to promote the ADR in countries of the Arab League and in China. In 2016, the EuroMed project also facilitated the participation of representatives of Algeria, Israel, Jordan and Tunisia in the meetings. In 2017, the Sustainable Transport Division also participated in an event in the Russian Federation to present the new amendments to ADR and in conferences and workshops in China and Mongolia where the possible accession to ADR is discussed.

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

A. Expected accomplishment (EA 9.b.)

83. 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

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

Performance measures

Target: 2016-2017: Not applicable

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

A. Expected accomplishment (EA 9.c.)

84. 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

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 ECE website (IA 9.c.)

Performance measures:

Target: 2016-2017: Information available and updated for 75% of the Contracting parties to ADR

Actual performance 2016-2017: Information available for 75 per cent of the Contracting parties to ADR

C. Performance assessment

85. With the accession of Georgia on 19 September 2016, there are now 49 Contracting Parties to ADR.

86. On the ECE website, the page “country information”¹⁰ 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 35 countries, the information is detailed and updated. For 11 other countries (Albania, Andorra, Azerbaijan, Belarus, Cyprus, Estonia, Iceland, Kazakhstan, Liechtenstein, Montenegro, Morocco), the contact details of the main competent authority are available. For two countries (Georgia and Tajikistan) the country information is missing.

87. The page “ADR Drivers certificates”¹¹ contains samples of the ADR driver training certificates issued in accordance with 8.2.2.8.5 of ADR. 34 countries sent their models of certificates. It is not known whether certificates are delivered or not in the remaining countries.

¹⁰ http://www.unece.org/trans/danger/publi/adr/country-info_e.html

¹¹ http://www.unece.org/trans/danger/publi/adr/adr_certificates.html

88. The page “Linguistic versions (ADR, Instructions in writing)”¹² 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 10 countries (Albania, Andorra, Azerbaijan, 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 (79 per cent), at least one official language is available.

89. The page “Multilateral agreements”¹³ 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.

90. The page “Accident reports”¹⁴ 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.

D. Lessons learned/areas needing improvement

91. At its 103rd 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.

92. 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. The Working Party requested the secretariat to send an official request to these countries in this respect.

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

A. Expected accomplishment (EA 10.a.)

93. 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 2016, and the publication in 2017 of new consolidated

¹² http://www.unece.org/trans/danger/publi/adr/adr_linguistic_e.html

¹³ <http://www.unece.org/trans/danger/multi/multi.html>

¹⁴ <http://www.unece.org/trans/danger/publi/adr/accidents.html>

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 19th revised edition of the Model Regulations and the 6th revised edition of the Manual of Tests and Criteria adopted in 2016 (IA 10.a. (a))

Performance measures:

Baseline 2014-2015: 2 sets of amendments

Target: 2016-2017: 2 sets of amendments

Actual performance 2016-2017: 2 sets of amendments (ST/SG/AC.10/44/Add.1, ST/SG/AC.10/44/Add.2)

2. Publication of the 20th revised editions of the Model Regulations and amendment 1 to the 6th revised edition of the Manual before the end of 2017 (IA 10.a. (b))

Baseline 2014-2015: 1 Model Regulation, 1 amendment to Manual

Target 2016-2017: 1 Model Regulation, Amendment 1 to the sixth revised edition of the Manual)

Actual performance 2016-2017: Model Regulation (ST/SG/AC.10/1/Rev.20-Sales No. E.17.VIII.1); Amendment 1 to the 6th revised edition of the Manual (ST/SG/AC.10/11/Rev.6/Amend.1, Sales No. E.17.VIII.3)

C. Performance assessment

94. 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 2016 at the end of its 2015-2016 biennium of work. As requested by the Council in its resolution 2017/13, these amendments were reflected in revised editions of the United Nations Recommendations, Model Regulations (ST/SG/AC.10/1/Rev.20), and Amendment 1 to the sixth revised edition of Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.6/Amend.1) published by the secretariat in 2017. The Sub-Committee of experts on the Transport of Dangerous Goods in the current 2017-2018 biennium of work has started discussing new amendments for adoption by the Committee in December 2018.

D. Lessons learned/areas needing improvement

95. 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.)

96. 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 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (18th revised edition) (IA 10.b. (a))**

Performance measures:

Baseline 2014-2015: 6

Target: 2016-2017: 6

Actual performance 2016-2017: 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))**

Baseline 2014-2015: 38

Target: 2016-2017: 38

Actual performance 2016-2017: 38

C. Performance assessment

97. 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 in 2015. They updated their respective legal instruments accordingly to ensure full consistency and harmonization, and the amendments became effectively applicable simultaneously on 1 January 2017, as follows:

- International Maritime Organization (IMO): International Maritime Dangerous Goods Code, Amdt.38-16;
- International Civil Aviation Organization (ICAO): Technical Instructions for the Safe Transport of Dangerous Goods by Air, 2017-2018 edition;
- ECE: European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2017); European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2017);
- OTIF: Regulations for the International Carriage of Dangerous Goods by Rail (RID 2017);

- EU Directive (EU) 2016/2309 adapting for the fourth time the annexes to Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress (applying the provisions of ADR, RID and ADN to domestic traffic).

98. The provisions of the nineteenth 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.

99. In 2015 and 2016, the United Nations Sub-Committee of Experts continued to update its recommendations and, adopted in December 2016 two sets of amendments to the Model Regulations and to the Manual of Tests and Criteria, incorporated in the 20th revised edition of the Model Regulations, and amendment 1 to the sixth revised edition of the Manual of Tests and Criteria. These amendments will serve as the basis for the 2019 updating of international and national legal instruments. A new two-year cycle of work started in 2018.

D. Lessons learned/areas needing improvement

100. 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 90 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.)

101. Adoption of amendments to the Globally Harmonized System intended to further clarify or harmonize the existing classification and labelling 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 2017 of the seventh revised edition of GHS.

B. Indicators of achievement

1. One set of amendments to the GHS adopted in 2016 (IA 11.a (a))

Performance measures:

Baseline 2014-2015: 1 set of amendments

Target: 2016-2017: 1 set of amendments

Actual performance 2016-2017: 1 set of amendments

2. Publication of the 7th revised edition of the GHS before end 2017 (IA 11.a (b))

Performance measures:

Baseline 2014-2015: 1 GHS

Target 2016-2017: 1 GHS

Actual performance 2016-2017: 1 GHS

C. Performance assessment

102. 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 2016 at the end of its 2015-2016 biennium of work. As requested by the Council in its resolution 2017/13 these amendments were reflected in the seventh revised edition of the GHS published by the secretariat in 2017. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, in its current 2017-2018 biennium of work, has started discussing new amendments for adoption by the Committee in December 2018.

D. Lessons learned/areas needing improvement

103. The progressive increase of countries implementing the GHS (56 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.)

104. 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 2014-2015: 16

Target 2016-2017: 16

Actual performance 2016-2017: 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:

Baseline 2014-2015:51

Target: 2016-2017:52

Actual performance 2016-2017: 56

C. Performance assessment

105. 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.

106. In 2016-2017, 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 8th, 9th and 10th adaptations to technical progress of the EU Regulation implementing the GHS (EU Regulation No 1272/2008) and the 19th 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.

107. 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.

108. 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 Ecuador, 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 56 countries).

109. The Sub-Committee of Experts on the GHS adopted a set of amendments to the sixth revised edition of the GHS at the end of its two-year working cycle in December 2016. 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 2017/13 of 8 June 2017.

D. Lessons learned/areas needing improvement

110. 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.

111. 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 sixth revised edition of the GHS for effective application in 2017. 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)).

112. 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.

113. 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.

114. 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.)

115. 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 2014-2015: 50 per cent

Target: 2016-2017: 60 per cent

Actual performance 2016-2017: 60 per cent (estimate)

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

Performance measures:

Baseline 2014-2015: 49

Target: 2016-2017: 51

Actual performance 2016-2017: 50

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

Performance measures:

Baseline 2014-2015: 21

Target: 2016-2017: 24

Actual performance 2016-2017: 22

C. Performance assessment

1. Percentage of total of non-editorial amendment proposals adopted by WP.11

116. At its seventy-second session in 2016, WP.11 adopted a total of 1 proposed amendment to the ATP which appear in annexes I to the report of the session, ECE/TRANS/WP.11/235. The amendment can be considered editorial. The number of non-

editorial amendments to be adopted at the seventy-third session of WP.11 in 2017 will not be known until after the session (10-13 October 2017) but it is already possible to assume that the percentage of non-editorial amendments will not exceed the 60% target for 2016-2017. The WP.11 may wish to select a new indicator of achievement to replace "the percentage of non-editorial amendments proposals adopted by WP.11".

2. Total number of Contracting Parties to the ATP

117. At the time of writing, there are 50 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 2016-2017. The most recent Contracting Party is San Marino in May 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, 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, Jordan and Lebanon. These countries are already parties to other ECE legal instruments. It is recommended that this indicator of achievement be kept in 2018-2019.

3. Number of countries replying to the questionnaire on the implementation of the ATP

118. In 2016, 22 countries replied to the questionnaire on the implementation of the ATP. In 2017, 23 countries replied. The indicator of achievement of 24 countries replying has therefore not been achieved. It is recommended that this indicator of achievement be kept in 2018-2019.

D. Lessons learned/areas needing improvement

119. 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 2018-2019.

Cluster 13 Transport statistics

A. Expected accomplishment (EA 13.)

120. 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 2014-2015: Complete statistical database online

Target 2016-2017: Maintenance of online statistical database

Actual performance 2016-2017: Complete statistical database online

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

Performance measures:

Baseline 2014-2015: 95 839downloads

Target 2016-2017: 90 000 downloads

Actual performance 2016-2017:83 520 downloads¹⁵

C. Performance assessment

121. The Working Party on Transport Statistics (WP.6) held two regular sessions. At the latter in 2017, the first morning was dedicated to a rail statistics workshop.

122. The next edition of the Glossary for Transport Statistics was discussed and improvements were identified. Pilot questionnaires on level crossing safety indicators and rail accident statistics were adopted and disseminated. The online transport statistics database was improved upon with an enhancement of the timeliness of data. 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 (formerly ABTS). A capacity building workshop for United Nations Special Programme for the Economies of Central Asia (SPECAs) countries took place in September 2016 in Ashgabat, Turkmenistan. Finally, the harmonization of transport statistics methodologies continued, with Intersecretariat Working group (IWG) meetings between Eurostat, The International Transport Forum and the secretariat taking place.

D. Lessons learned/areas needing improvement

123. The secretariat should continue to improve cooperation with Eastern and Central European, Caucasian and Central Asian member States, in particular considering the capacity building workshop organized in Ashgabat. This workshop 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. The E-Road and E-Rail 2015 census results should be disseminated using a Geographic Information System (GIS) application if possible. Further streamlining of the common questionnaire, considering the needs of data users and minimizing the reporting burden on countries, should be considered. The Working Party should be promoted as an open forum for robust discussions on methodological work on transport statistics.

Cluster 14.a. Road transport¹⁶

A. Expected accomplishment (EA 14.a.)

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

¹⁵ Figure refers to 2016 and up to early March 2017 only.

¹⁶ Based on revisions to document ECE/TRANS/SC.1/2017/3, as agreed by SC.1 at its session on 17-18 October 2017

B. Indicators of achievement

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

Performance measures:

Baseline 2014-2015: 4 areas

Target 2016-2017: 3

Actual performance 2016-2017: 3

125. Problem areas identified:

(a) The question of the prevailing legal instrument in view of parallel/coinciding legislative framework within the EU.

(b) The question of the applicable law on combined routes passing through the territories of both non-contracting parties and EU and non-EU contracting parties in view of the reservations entered by EU States upon ratification of the Agreement, considering that the EU is not a contracting party to the AETR.

(c) The question of article 22bis and the decision-making centre for amendments on technical parameters as contained in Appendix 1B.

126. Proposals to address them and progress made in 2016-2017:

(a) The question of prevailing legal instrument is still under discussion with measured progress to date. The secretariat has provided a platform for AETR Contracting Parties to meet regularly, as well as necessary legal and other advice to facilitate discussions.

(b) The question of the applicable law on combined routes was discussed and the Group of Experts decided to discontinue its discussion without reaching an agreement given the insufficient number of responses to a questionnaire by the International Road Transport Union.

(c) The question of amending article 22bis has been extensively discussed at the meetings of AETR Group of Experts. As at the date of this document, the Group had still not been able to agree on the wording of a revised text of Article 22bis.

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

Performance measures:

Baseline 2014-2015: 6

Target 2016-2017: 3

Actual performance 2016-2017: 5 (11-15th sessions of AETR Expert Group)

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

Performance measures:

Baseline 2014-2015: 73 (excluding the 10th session)

Target 2016-2017: 65

Actual performance 2016-2017: 111

C. Performance assessment

126. In the course of 2016-17, the mandate of the AETR Group of Experts was extended until 30 June 2019 to facilitate the reaching of consensus on the proposed changes to article 22bis of the AETR Agreement (procedure for the amendment of Appendix 1B).

127. An amendment proposal was made (and accepted) to allow four non-ECE member States - Algeria, Jordan, Morocco and Tunisia - to accede to the AETR Agreement.

128. ECE Sustainable Transport Division signed the extension (until the end of 2018) 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.

129. ECE Sustainable Transport Division developed and published, as part of joint work with the Euromed Transport Project an “AETR Road Map”.

D. Lessons learned/areas needing improvement

130. Key problem areas have been identified. First, the question of the prevailing legal instrument in view of parallel/coinciding legislative framework within the EU. Second, the question of the applicable law on combined routes passing through the territories of both non-contracting parties and EU and non-EU contracting parties in view of the reservations entered by EU States upon ratification of the Agreement, considering that the EU is not a contracting party to the AETR. Third, the question of article 22bis and the decision-making centre for amendments on technical parameters as contained in Appendix 1 B.

131. Some progress on these issues was made in 2016-2017. The question of prevailing legal instrument is still under discussion with measured progress to date. The secretariat has provided a platform for AETR Contracting Parties to meet regularly, as well as necessary legal and other advice to facilitate discussions. The question of the applicable law on combined routes was discussed and the Group of Experts decided to discontinue its discussion without reaching an agreement given the insufficient number of responses to a questionnaire. The question of amending article 22bis has been extensively discussed at the meetings of AETR Group of Experts. As at the date of this document, the Group had still not been able to agree on the wording of a revised text of Article 22bis.

132. In addition, 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 rights and obligations for all parties requires political decisions in order to reach a solution that 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.)

133. Increased capacity of ECE countries participating in TEM project.

B. Indicators of achievement

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

Performance measures:

Baseline 2015: 12 countries

Target 2016-2017: 12 countries

Actual performance 2016-2017: 11 countries

C. Performance assessment

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

135. In this biennium number of TEM participating Governments has stabilized at 11, with substantial and financial participation. The increase in number of TEM participating Governments is stated as one of the main goals of TEM Programme of Work 2018-19. In 2017, based on the TEM Steering Committee decision, a professional TEM Project management (TEM Project Manager and TEM Strategy Coordinator) has been hired. The professional project management will bring an additional stability and provided grounds for more result-oriented work in the next biennium.

136. TEM Strategic Plan 2017-2021 was approved by TEM Steering Committee in February 2017. The Strategic Plan provides 5 strategic fields of interest out of the whole scope of the value chain of the road infrastructure managers and operators. Implementation of activities defined in each strategic area will result with experts reports. Based on the newly approved Strategy, Trust Fund Agreement was updated and Work plan for 2017-2021 was prepared.

137. Furthermore, Report on road infrastructure safety management on TEM network was adopted in 2016. The Report is valuable contribution to TEM participating Governments efforts to improve road safety on motorways.

138. The TEM Project Manager is chairing Group of Experts on Benchmarking Transport Infrastructure Construction Costs, with significant contribution of TEM participating Governments' representatives.

D. Lessons learned/areas needing improvement

139. 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 the last biennium TEM project was revamped, with primary focus on tangible results and deliverables which meet needs and requirements of the participating Governments. Furthermore, ambitious plans for the years to come should result in more tangible outputs and attraction of new participating Governments.

Cluster 15

Road traffic safety¹⁷

A. Expected accomplishment (EA 15.)

140. 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 2014-2015: 3

Target 2016-2017: 2

Actual performance 2016-2017: 6 (see below):

- 1968 Convention on Road Traffic: 2 (Saudi Arabia, 12 May 2016, Iraq, 1 February 2017)
- 1968 Convention on Road Signs and Signals: 2 (Republic of Moldova, 8 October 2015, Cyprus, 16 August 2016)
- 1971 European Agreement supplementing the Convention on Road Signs and Signals: 2 (Republic of Moldova, 27 October 2015, Cyprus, 16 August 2016)

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

Performance measures:

Baseline 2014-2015: 7

Target 2016-2017: 2

Actual performance 2016-2017: 3 (see below):

- Road Safety workshop for Anglophone Africa, held in partnership with ECA and supported by the Secretary-General's Special Envoy for Road Safety. Workshop held in Nairobi, Kenya, from 13-15 December 2016.
- Workshop on Governance of Automated Vehicles, Stanford University, 20 October 2016 organized with the National Highway Traffic Safety Administration (NHTSA) and the Stanford University Center for Automotive Research.
- Workshop on Governance of Automated Vehicles, Geneva, 28-29 June 2017, organized with NHTSA and IFSTTAR

¹⁷ Based on revisions to document ECE/TRANS/WP.1/2017/5, as agreed by WP.1 at its session on 19-22 September 2017

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

Performance measures:

Baseline 2014-2015: 300

Target 2016-2017: 60

Actual performance 2016-2017: 270

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

Performance measures:

Target 2016-2017: 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 2016-2017: Positive feedback was received based on formal (survey) and informal feedback to the two events arranged above. In addition, the "Saving lives at level crossings" film has been viewed nearly 81,500 times since it was launched in June 2014.

C. Performance assessment

141. In line with its program of work, the Road Safety Unit continued to promote accession to and a more effective implementation of United Nations Road Safety legal instruments. In 2016-17, six new accessions took place: 1968 Convention on Road Traffic: Saudi Arabia and Iraq; 1968 Convention on Road Signs and Signals: Republic of Moldova and Cyprus; and 1971 European Agreement supplementing the Convention on Road Signs and Signals: Republic of Moldova and Cyprus.

142. To assist widest possible geographic coverage of UN road safety legal instruments, ECE Sustainable Transport Division organized three significant events:

- Road Safety Workshop for Anglophone Africa, held in partnership with ECA and supported by the Secretary General's Special Envoy for Road Safety. Workshop, Nairobi, Kenya, from 13-15 December 2016;
- Workshop on Governance of Automated Vehicles, Stanford University, 20 October 2016 organized with the National Highway Traffic Safety Administration (NHTSA) and the Stanford University Center for Automotive Research;
- Workshop on Governance of Automated Vehicles, Geneva, 28-29 June 2017, organized with NHTSA and IFSTTAR.

D. Lessons learned/areas needing improvement

143. 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 political will and commitment, but also joint effort and significant funds.

- Increasing the number of Contracting Parties to United Nations 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 (and relatively little interest) on an implementation monitoring mechanism that could effectively measure how successful domestically these legal instruments are.
-