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### Inland Transport Committee

**Eighty-second session**

Geneva, 25–28 February 2020

## Report of the Inland Transport Committee on its eighty-second session

### Addendum

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## Annex I

### **High-level Policy Segment on “Environmental challenges to sustainable inland transport”**

#### **I. Introduction**

1. Transport ministers from Africa, Asia, Europe and the Middle East, alongside 350 participants from more than 70 countries and the heads of inland transport organizations met at the high-level policy segment of the eighty-second session of the Inland Transport Committee (ITC) on “Environmental challenges to sustainable inland transport” (Salle XIX, Palais des Nations, 28 February 2020, Geneva).

#### **II. Opening**

2. Mr. Kristof Schockaert, ITC chair, opened the eighty-second session of the Committee. Ms. Olga Algayerova, Executive Secretary of ECE, opened the high-level policy segment and officially launched the publication “Climate Change Impacts and Adaptation for Transport Networks and Nodes”. Statements followed from Mr. Yuwei Li, Director of the ECE Sustainable Transport Division and Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety.

3. The opening statements reminded participants of the vital need to find and promote efficient solutions to climate and environmental challenges to sustainable inland transport, while addressing issues that may arise when adapting transport systems to climate change. They also emphasized the strategic role of the Committee in providing a comprehensive cooperation platform to forge harmonized solutions and enhance international collaboration. Improving the environmental performance of transport, in addition to improving accessibility, efficiency and safety in inland transport systems are of paramount importance to meeting the targets of the Sustainable Development Goals by 2030. ITC has demonstrated its long and successful track record of real, positive impacts when working in partnership with a wide range of stakeholders from the public and private sectors. A strong commitment to bold transformations of existing inland transport systems is needed to confront climate change and meaningfully impact people’s daily lives and their economic activities.

#### **III. High-level panels**

##### **A. Panel I: Climate change: the role of sustainable inland transport in emissions reduction and adaptation**

4. The discussions were moderated by Mr. Matthew Baldwin, Deputy Director General, Directorate-General Mobility & Transport, EU Commission.

5. Panel I addressed the realities of climate change and extreme weather, and the strain that these changes put on the integrity and safety of all inland transport systems under the purview of the Committee: rail, road, water and intermodal transport.

6. Speeches were delivered by:

- H.E. Dr. Abdullah Belhaif Al Nuaimi, Minister of Infrastructure Development, Chairman of the Federal Transport Authority, UAE cautioned that while transport leaders aim to resolve pressing transportation challenges, we must not overlook how our decisions impact the climate. H.E. announced the UAE Smart Mobility Strategy as a strategic response to address some of these most pressing challenges. A Federal strategy that aims to create smart, seamless and intermodal transportation systems, policies, and regulations that ensure improved traffic safety, reduced environmental impacts, increased transport efficiency, and economic productivity. H.E emphasized

the importance of three core ideas behind the strategy that will enable the UAE to be among world leaders in smart intermodal mobility by 2030, including Sustainability, Human-Centricity, and Future-Foresight. Additionally, H.E. reaffirmed the UAE's commitment to the ITC Declaration, Agenda 2030 and the UAE vision for the upcoming 50 years.

- H.E. Mr. Joel Biggie Matiza, Minister of Transport and Infrastructural Development, Zimbabwe, who announced Zimbabwe's new low-emissions strategy in support of climate change mitigation and shared the country's experiences and expectations as a developing country. As the scale and magnitude of climate change-related events increases, developing countries will suffer disproportionately from disruptions in their inland transport systems, and by extension, undermine economic growth and the social fabric.
- H.E. Mr. Emil Kaikiev, Minister of Energy and Infrastructure, Eurasian Economic Commission, who pointed out that as countries' economies grow, climate disasters and air pollution become more serious than ever. As a result, to achieve sustainable development, it is necessary to provide for the coordinated development of all types of transport and their infrastructure, as well as a set of activities that are directly related issues of ecology, security and preservation of our resources for future generations.
- Mr. Young Tae Kim, Secretary-General, International Transport Forum (ITF), who stressed, among others, the importance of optimizing technical and behavioural aspects in the mix of urgently-needed solutions and the fact that no one-size-fits-all answers can address the issues at hand.
- Mr. Umberto De Pretto, Secretary General, International Road Transport Union (IRU) who emphasized the need to find realistic and tailored solutions to address the global emergency – “the right fuel, for the right job, in the right place” - to reduce CO<sub>2</sub> emissions quickly and effectively.

7. Interventions followed from:

- Mr. Klaus Bonhoff, Director General, Federal Ministry for Transport and Digital Infrastructure, Germany
- Mr. Dmytro Abramovych, First Deputy Minister, Ministry of Infrastructure of Ukraine
- Mr. Jan Hoffmann, Chief, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD

## **B. Panel II: What role for transport innovations in addressing effectively environmental and climate challenges?**

8. The discussions were moderated by Mr. Ralf Schultze, President, International Union for Road-Rail Combined Transport (UIRR).

9. Panel II focused on the innovations needed to address efficiently environmental and climate challenges and explored policy responses to technological changes and the conditions for creating an environment open to innovations, as well as how ITC can provide international regulatory support.

10. Speeches were delivered by:

- H.E. Mr. Elhadji Omar Youm, Ministre des Infrastructures des Transports terrestre et du désenclavement du Sénégal, who stressed the importance of building links and sharing experiences in the promotion of innovative transport solutions as the smartest strategy against challenges that know no boundaries, such as climate change. Minister Youm outlined national concrete targets and commitments, and he stressed the importance of internalization of external costs and the need for a level playing field among world's nations.

- Mr. Kees van der Burg, Vice-Minister for Mobility and Transport, the Netherlands, who stressed that the turbulent times in which we live require important decisions and multilateral cooperation. We have the technology, the opportunities and the know-how to respond to the challenges, yet we are not on track to meet SDGs on climate change and environment. It is therefore imperative to be ambitious and fast and strengthen cooperation in the deployment of advanced technologies such as digitalization and automation.
- Mr. Dmitry Zverev, State Secretary - Deputy Minister of Transport of the Russian Federation, who identified the key direction of Russian transport policy in order to minimize the effects of climate change on transport infrastructure and, conversely, reduce the negative impact of the transport sector on climate and the environment. The main priorities are the modal shift to eco-friendly transport, the reduction of the level of transport emissions, the increase of the level of energy efficiency by modal shift from automobile transport to eco-friendly modes and the reduction of vehicles' total mileage. At the same time Mr. Zverev expressed an intention of the Russian Federation to promote the development of an international framework for cooperation between transport authorities in the field of counteracting the effects of emergency situations of a cross-country nature, including epidemics and pandemics.
- Mr. François Davenne, Director-General, International Union of Railways (UIC), who outlined UIC's vision and toolkit for turning railway into the smart backbone of mobility.
- Mr. Bill Halkias, President, International Road Federation (IRF), who focused on the key role of digital revolution – AI, big data, cloud computing and analytics, BIM – as a game-changer for the industry and a winning formula for solving the current infrastructure challenge and delivering a true circular economy.
- Mr. Bruno Jean-Paul Georges, Secretary General, CCNR, who stressed the crucial role of inland water transport as critical component of the response of the transport sector to climate change. This role is underpinned by the good performance of inland navigation in terms of low CO<sub>2</sub> emissions, which is linked both to the good average energy efficiency of ship engines and to the special capacities of inland waterway vessels.

11. Interventions followed from:

- H.E. Mr. Atageldi Haljanov, Permanent Representative of Turkmenistan to the UN Office at Geneva
- Mr. Chaesub Lee, Director, Telecommunication Standardization Bureau, ITU

**C. Panel III: International cooperation for climate and environment solutions and the role of the ITC as the United Nations Platform for Inland Transport**

12. The discussions were moderated by Mr. Kristof Schockaert, Chair, Inland Transport Committee.

13. The starting point for Panel III was that no United Nations Member State can deliver on the dual climate-environment crisis alone. This final panel concluded by placing an emphasis on the vital need for enhanced international cooperation in search of effective climate and environment solutions.

14. Speeches were delivered by:

- H.E. Mr. Bounchanh Sinthavong, Minister of Public Works and Transport of Lao PDR, who stressed that Lao PDR, although a landlocked country, enjoyed high rates of economic growth followed by a doubling of urban population in less than two decades. To address the impact of the rapid rise of transport demand on climate and the environment, Lao PDR developed its national green growth strategy on mainstreaming green growth into national, subnational and sectoral strategies and

policies. The transport sector is a key pillar for the successful implementation of the green growth strategy, through, among others, climate resilient infrastructure, reduction of pollution from transport and clean sources of energy.

- H.E. Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana, who argued that promoting sustainable and inclusive transportation is one of greatest challenges of our time – this is especially so for developing and emerging economies where growth is mainly driven by road-based fossil fuel transport systems. Most parts of Africa are experiencing rapid motorization and urbanization coupled with unplanned and uncontrolled urban development. Improving the governance framework and enhancing international collaborations are thus some of the most urgent and critical measures that can guarantee sustainable and inclusive development, bringing with them major economic, social and environmental benefits.
- Mr. Gerhard Müller, President, International Motor Vehicle Inspection Committee (CITA), who pointed out that vehicle compliance is one of the essential tools for decarbonization. Vehicle compliance must consider the entire life cycle of vehicles to ensure that the benefits derived from new designs are reasonably maintained for as long as they are used. In addition, compliance assessment should be impartial, with sufficient access to relevant systems and data; it should also take advantage of new technologies.
- Ms. Maruxa Cardama, Secretary-General, SLoCaT, who pointed out that in the search of inland transport solutions for climate and environmental challenges, economic and social considerations cannot be ignored. Technological solutions exist but are not implemented at scale and governance challenges are also critical, especially considering that cooperation at multiple levels of governance is needed– from local/city, to country to international levels. Realistic and implementable solutions will require state and non-state actors working together.
- Mr. Gavin Dunnett, Head of Mobility, European Investment Bank, who made the case that scaling up climate and environment action will require sound financial support for its realization. In this regard, EIB is transforming its financing portfolio, 50 per cent of which will be on climate and environment projects by 2025. This amounts to more than 1 trillion EUR for climate and environmental action in the next decade.
- Mr. André Rijnders, Chair, UNECE Working Party on Pollution and Energy (GRPE), who showcased in concrete terms how the regulatory work undertaken by ITC and its subsidiary bodies contributes in tangible ways to climate and environment solutions, both by improving existing technologies and by anticipating tomorrow’s vehicles and energy types.

15. Interventions followed from:

- Mr. Michael Christides, Secretary General, BSEC
- Mr. Ralf Ernst, Head, Environmental Activities, OSCE

#### **D. Endorsement of the ITC Ministerial Declaration “Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action”**

16. At the end of the meeting, Ministers and Heads of delegations of Contracting Parties were invited to express their support for the ITC Ministerial Declaration: “Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action”. The Declaration articulates the united call for universal action against the climate and environmental emergencies in terms relevant to the Committee’s mandates. It does so by recognizing the Committee’s relevance as a main avenue of the international efforts to find solutions for these challenges and by calling upon world transport leaders to embrace and even intensify their support for the work of the Committee as the UN Platform for Inland Transport, to the benefit of the global community. Most importantly, the declaration calls upon the conveners of transport-related global

intergovernmental initiatives, starting with the second Global Conference on Sustainable Transport, to take a fundamentally different approach, by recognizing the critical need for a truly holistic approach involving all modes of inland transport, through the Inland Transport Committee.

17. The ITC Ministerial Declaration and the list of countries that endorsed it are annexed to the report of the eighty-second plenary session of ITC (ECE/TRANS/294, Annexes I and II respectively).

#### **IV. Conclusions and the role of the Committee in promoting sustainable inland transport solutions for climate and environmental challenges**

18. Since its establishment in 1947, ITC has played a pioneering role in the development of harmonized international rules and regulations for ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport. The Committee's achievements over the past 70 years show that its regulatory work has direct impact on the supply and delivery side of businesses and industries globally, and that its work dramatically improves the daily lives of people and communities around the world. The long and consistent record of the Committee's achievements provide a solid foundation for its current and future role in "Enhancing sustainable inland transport solutions for climate and environmental challenges".

19. Panel discussions offered different perspectives and visions by top policymakers around the world on the role of the international institutional and regulatory frameworks in improving the national and international governance of inland transport, while contributing to the implementation of the Sustainable Development Goals, the 2030 Agenda, and the implementation of the Paris Agreement. They also highlighted the strategic role of the Committee in providing a comprehensive cooperation platform to forge harmonized solutions and enhance international cooperation on issues of climate change and environment in inland transport.

20. On the basis of the high-level policy segment's presentations, interventions and debates, the Committee **welcomed and endorsed** the ITC Ministerial Declaration on "Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action", **expressed its commitment to support, as the United Nations Platform for Inland Transport**, the declaration's call for sustainable transport solutions to global climate and environmental challenges, **and decided to include the declaration** as an annex to the report of its eighty-second session.

## Annex II

### Report of the tenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies

Submitted by the Chair of the Inland Transport Committee

#### I. Introduction

1. The tenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies was held on 25 February 2020.
2. The Chairs and Vice-Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations transport conventions, the members of the Bureau and government delegates of contracting parties participating at the session of the Committee attended the meeting. In total, representatives from 72 countries, including 36 non-ECE UN Member States, the European Commission, and 16 Chairs and Vice-Chairs registered.
3. This year's meeting focused on the implementation of the ITC Strategy until 2030, the adoption of the Rules of Procedure of the Committee and on alignment activities by the Committee's subsidiary bodies. An extraordinary topic was added the discussion, in relation to the development of coordination between transport authorities in emergency situations of cross-country nature.
4. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

#### II. The ITC Rules of Procedure

5. Discussions were based on ECE/TRANS/2020/R.1 (restricted). In line with the decisions at its eighty-first session (ECE/TRANS/288, para. 15 (g)), the revised draft ITC Rules of Procedure (ROP) (ECE/TRANS/2020/R.1) were presented to the Committee, **for consideration and, possibly, adoption**, subject to positive outcome of the Economic and Social Council consideration.
6. Participants of the restricted session were informed that the draft Rules of Procedure were derived primarily from (a) the rules of procedure of the Economic Commission for Europe (ECE) ([E/ECE/778/Rev.5](#)), (b) WP.30 Rules of Procedure ([ECE/TRANS/WP.30/2015/7](#)), and (c) interagency expert legal advice from the United Nations Office of Legal Affairs.
7. The Chair **informed** the Committee about the consultations on preparing the draft ITC ROP document (Informal document No. 1). The Bureau at its June 2019 session reviewed the draft ITC Rules of Procedure and requested the secretariat to circulate them to ECE member States, through their permanent missions, for further comments to be presented to the Bureau at its November session, in order to finalize the document for submission to the Committee for its consideration and decision at the February 2020 session.
8. In line with the Bureau request, the secretariat circulated in October 2019 the draft ITC Rules of Procedure (draft ECE/TRANS/2020/R.1, dated 20 September 2019) to the ECE Permanent Missions, inviting ECE member States to consider the draft ITC Rules of Procedure and provide their comments to the secretariat by Friday 25 October.
9. No substantive or procedural comments were received by the secretariat in the designated period.
10. The Bureau considered the draft Rules of Procedure at its November 2019 session, when it reached consensus, with modifications, among its members on the text of the draft

document and requested the secretariat to submit it to ITC for its consideration and adoption, subject to positive outcome of the Economic and Social Council considerations. The document containing the draft Rules of Procedure in three languages (E/F/R) was circulated to the Permanent Missions of ITC contracting parties.

### III. Alignment activities by ITC Working Parties

11. Discussions were based on ECE/TRANS/2020/R.2 (restricted). The Committee, at its eighty-first session, had invited its subsidiary bodies to take follow-up actions to align their work with the strategy (ECE/TRANS/288, paras. 15 (a) and (c)). In order to operationalize this request, and in line with the decisions of the ITC Bureau at its June 2019 sessions, the Chair of ITC and the Director of the Sustainable Transport Division, in a joint letter, had invited the Chairs of Working Parties and Administrative Committees under the purview of ITC to take follow-up actions on aligning their work with the ITC strategy, in particular its road safety-related aspects.

12. The Committee **was apprised** of ongoing alignment activities by its Working Parties (ECE/TRANS/2020/R.2), as reflected in pre-session documents and oral reports by the chairs and vice chairs of involved subsidiary bodies during the meeting.

### IV. ITC as UN platform facilitating transport authorities cooperation in cross-country emergency situations

13. During the discussion it was highlighted that while the critical role that the ITC and its subsidiary bodies can play in promoting regionally and globally mitigation and adaptation of transport network to climate change was clearly established in the ITC Ministerial Declaration, it is also important to look at the role of inland transport in emergency situations. Participants pointed out that the role of transport and the interaction of transport authorities during emergency situations, whether they be natural disasters or epidemics, of cross-country nature is not addressed adequately at the moment. The Head of Delegation of the Russian Federation in his intervention introduced the initiative to develop international mechanisms for interaction between transport agencies within ECE, aimed at coordinating emergency measures, including epidemiological ones, affecting a large number of countries.

14. In light of the deliberations during the restricted session on this topic, the Committee **requested** the secretariat, in close cooperation with the Bureau, with the support of interested governments and key stakeholders **to conduct necessary research** on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics, and **present this information** to WP.5 for consideration of further steps and for inclusion to its programme of work.

### V. Follow-up to the tenth meeting

15. On the basis of these deliberations, the Committee **welcomed** the organization of the Tenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies, i.e. the meeting restricted to government participation, on the implementation of the Committee's strategy until 2030. It **agreed** that the summary of the discussion in the form of the Chair's note, would be annexed to the Committee's report after approval by the participating delegates in the restricted session.

16. In line with the decisions at its eighty-first session, the Committee **considered** the revised draft ITC Rules of Procedure (RoP) (ECE/TRANS/2020/R.1) and decided to **adopt them** with the following considerations: (a) subject to a positive outcome of ECOSOC considerations on ITC ToR; (b) the presence of one third of ECE member States shall be required for any decision to be taken, (c) **requested** the secretariat to reflect this decision on decision-making in the draft RoP, and (d) **requested** the secretariat to annex the RoP to the report of the Committee (ECE/TRANS/294, Annex III).

17. The Committee **decided that** those of its Working Parties that had adopted their own RoP, could continue to apply them. Furthermore, the Committee, **invited those of its Working Parties that had not adopted their own RoP to inform ITC** at its eighty-third session in February 2021 about their plans to align their RoP to those of the Committee or the compelling reasons that might necessitate following ECE RoP or developing their own RoP.

18. Furthermore, the Committee **welcomed** ongoing alignment activities by its Working Parties, in response to its invitation to its subsidiary bodies to take follow-up actions to align their work with the ITC strategy (ECE/TRANS/288, paras. 15 (a) and (c)) and decided **to request the secretariat, in close cooperation with** the Working Parties and in consultation with the Bureau **to prepare a report on** alignment activities of WPs and possible future activity for the consideration of the Committee at its eighty-third session.

19. In order to further support efficiency gains for its subsidiary bodies, the Committee **invited** them to further streamline their work, by prioritizing agenda items that are dynamic and of high interest and impact over other items.

## **Annex III [English only]**

### **Report of the ITC side event “Safer and cleaner used vehicles”**

#### **I. Introduction**

1. This side event was organized by ECE explored the advantages and challenges of creating access to safer and cleaner used vehicles that contribute to the sustainable development of countries and cities around the world. The main benefits of these vehicles are improved road safety, reduced emissions (climate and air quality), improved fuel consumption, and costs savings (healthcare, rescue services, vehicle maintenance, fuel consumption, etc.).

#### **II. Opening**

2. Ms. Olga Algayerova, Executive Secretary of ECE, opened the side event by highlighting that the ECE World Forum for Harmonization of Vehicle Regulations (WP.29) is engaged in activities related to the whole life environmental performance of vehicles and reminding that the topic of used vehicle trade touches upon many elements covered by the 2030 Agenda, including SDGs and targets related to road safety, access to safe and affordable transport for all, air pollution and climate change mitigation. She underlined that at the Third Ministerial Conference on Road Safety in Stockholm the UN Road Safety fund decided to support a project proposal to work and deliver on the issue of cleaner and safer used vehicles for Africa. This project, of which UNECE is a part of, along with UNEP, WHO, CITA, FIA and ITF, will work to deliver sound policies to avoid dangerous and dirty used vehicles being transferred across border. She called on participants to work together towards sustainable, ambitious global policy goals on used vehicles trade, where urgent solutions and actions are needed.

3. Mr. Antonio Erario, Vice-Chair of the WP.29, stated that World Forum is a unique global forum for harmonisation of vehicle regulations since it covers both safety and environmental issues. He introduced the structure of WP.29, its Working Parties (WP.29) and highlighting their roles in regulating environmental and safety issues concerning vehicles. He reminded that thanks to the work of the Informal Working Groups (IWG) on periodic technical inspection (PTI) of vehicles, which reports directly to WP.29, four technical rules for PTI have been adopted, which address safety and environmental performance of vehicles throughout their lifetime.

4. In his keynote speech, Mr. Jean Todt, United Nations Secretary Generals Special Envoy for Road Safety recalled the outcome of the Third Ministerial Conference on Road Safety, held in Stockholm, and described the challenge that the global community is facing to ensure sustainable mobility, especially in low and middle income developing countries that rely on the import of used vehicles. He highlighted that while used vehicles boost access to affordable means of transport, there is a risk that if they do not meet basic safety and environmental standards they may become a means to devastation, the opposite of the initial purpose.

5. Ms. Monika Gail MacDevette, Director of UNEP Chemicals and Health Branch, presented the UN Road Safety Fund Project "Safer and Cleaner Vehicles for Africa". She indicated that the majority of countries had weak policy environments for used cars, that countries which have banned the import of used vehicles are missing out on a potential access to affordable advanced technologies from advanced countries, and that a closer harmonized regulatory framework for the import of used vehicles, in particular Africa, would be warranted.

## A. Session I – The role of exporting countries - the right vehicle in the right condition

6. The discussions were moderated by Mr. Walter Nissler, secretary of the World Forum for Harmonization of Vehicle Regulations (WP.29), UNECE.
7. Panel I discussed the role of exporting countries in used vehicles trade, namely the condition of exported vehicles.
8. Presentations were delivered by:
  - Mr. André Rijnders, Chair of the Working Party on Pollution and Energy (GRPE), introduced the work of GRPE, one of the six working parties of WP.29, related to energy, environmental and emission regulations for all kind of vehicles. He pointed out the large disparities in terms of emissions legislation and stringency around the world and stressed the importance of information exchange between exporting and importing countries in order to determine the emissions levels of imported used cars.,. He reflected on the pros and cons of vehicle age-based import policies, stressing that the age of a vehicle is not always an indication of its emission level as it depends on the country of first registration of the vehicle. He highlighted the role of exporting countries, indicating measures that can be taken to promote the export of sound used vehicles and emphasized that harmonized criteria for used vehicle trade is key and invited the involvement of all countries and all participants in GRPE, to define harmonized, ambitious provisions to protect the environment.
  - Mr. Alejandro Furas, Secretary General of Global NCAP, emphasized that the global fleet of vehicles, used and new, should meet the requirements under UN Regulations Nos. 94 and 95, frontal and side impact, Reg. 140 for electronic stability control (ESC), Regulations Nos. 14 and 16 for seatbelts and seatbelt anchorages, Reg. 127 for pedestrian protection, Regulations. 144 and 29 for child restraint systems and Regulations 78 for motorcycle braking, developed within WP.29, which already was. the case for over 90 per cent of new cars sold every year meeting frontal and side impact regulations, while 80 percent are equipped with ESC. He described the improved safety performance noted since 2015 through Global NCAP and affiliate testing of new vehicles sold in South America and India, stating on the other hand that results of testing in Africa were disappointing. He emphasized that UN Regulations of the 1958 and 1998 Agreement, combined with proper verifications, through the 1997 Agreement, are efficient tools to ensure compliance with basic safety and emission standards in imported used vehicles
  - Mr. Eduard Fernandez, International Vehicle Inspection Committee (CITA), reminded that CITA members carry out more than 200 million inspections per year, including the inspection of imported used cars in countries where appropriate regulations are in force. He introduced the challenges importing countries are faced with in terms of non-standardized vehicle documentation, the difficulty of verification of documentation data, and tampering to misrepresent the features of imported vehicles. He underlined the necessity to establish a system for sharing vehicle information between authorities of exporting and importing countries in order to enable verification of incoming vehicles' data and technical specifications. He stressed the importance of a staged approach in inspecting vehicles that are exported, with proposal for initial checks in exporting countries and further verifications to check the general fitness of the vehicle, to make sure that there have been no incidents during transport, upon arrival in the importing countries as in transport equipment may be tampered with, e.g. airbags may be removed. He stated that it is important that the criteria are set by recipient countries, with the help of exporting countries. The countries of origin should be a first filter of used cars. They should facilitate information about the vehicle, such as engine standard and the equipment, and they should support recipient authorities to ensure vehicle quality. In conclusion he recalled that availability of information is crucial and that the improvement of capacities of importing countries authorities is essential.

## **B. Session II – The role of importing countries – a good balance between access to mobility and safety impacts**

9. The discussions were moderated by Mr. Nhan Tran of the World Health Organization (WHO).

10. Panel II reviewed the role of importing countries and the challenges and solutions needed to secure a good balance between access to mobility and safety impacts of imported used vehicles.

11. Presentations were delivered by

- Mr. Mike Walsh, of Dekra New Zealand (remotely), discussed the case of New Zealand as a developed, high income country that is relying on used vehicle imports. He explained that used imported cars make up over 55 per cent of all vehicles coming into NZ and that over 93 per cent of light vehicle imports come from Japan. He emphasized that the key to ensuring that used imported vehicles meet safety and environment standards requires a robust regulatory framework in importing countries to counter the risk of reducing fleet roadworthiness standards, increasing air pollution and negatively impacting road safety. He explained that all used vehicles entering New Zealand for the first time must go through a border check, customs inspection and entry certification before they can be registered for use on New Zealand Roads. He further noted that the process for importing used vehicles to New Zealand from Japan includes, on the export side, deregistration and border inspection where a check of vehicle details, structural inspection, biosecurity check and biosecurity treatment is carried out, while on the import side an entry certification is carried out, composed of checking the vehicle ID and details, standards compliance, invasive structure inspection, invasive brakes inspection, emissions test, safety inspection and registration documentation. He stressed that regulatory controls along with a comprehensive inspection regime are effective in controlling the standard of vehicles entering the New Zealand Fleet, and that both regulatory controls and inspection standards need to be updated on a regular basis to ensure the safety of new imports. He pointed out that the increased focus on vehicle safety features in the imported fleet has seen a lowering in the New Zealand Road Toll over the last year and that regulatory controls and vehicle inspections are now being supplemented with a public education campaign to encourage consumers to factor in vehicle safety features into their vehicle purchase decisions.
- Mr. Segun Ogunnaike, General Manager of the Lagos Computerised Vehicle Inspection Service (LACVIS), gave a presentation on statutory inspection services for monitoring of used vehicle importation in Nigeria, adhering strictly to global accepted standard, using fully automated electronics and sophisticated equipment, including break performance tests, headlamp tests, underneath inspections and emissions tests. He underlined that most of the vehicles in the Nigerian fleet are old, averaging 25 years, with over 70% of them more than 20 years old. He recalled that the country is transitioning from a regime of no regulations and that a phased approach has been adopted in terms of regulatory stringency of vehicle emissions and safety standards. He emphasized that more than one million vehicles are exported to West Africa alone per annum from EU, Canada and the US, with Nigeria being the biggest market for used cars in Africa, with a ratio of 1:131 of new to used cars. He stated that age restrictions for imported cars vary significantly across the continent ranging from 3 to 15 years. He commended the proceedings and outcome of the Ministerial Conference on Road Safety in Stockholm, in particular with regards to the setting up of the UN Road Safety Fund project for Africa. He laid out proposal to the fund project to aside resources to establish vehicle inspection centres in Africa for carrying out mandatory roadworthiness inspections, as well as for establishing automobile workshop standardization and vehicle recycling plants for end-of-life (e-o-l) vehicles and thus creating jobs, increasing both life expectancy of a vehicle, through adequate maintenance and environmental protection through recycling of e-o-l vehicles and thus reducing accident rates by ensuring only roadworthy vehicles ply on roads

- Mr. Mikheil Khmaladze, Director of the Land Transport Agency (LEPL), Ministry of Economy and Sustainable Development of Georgia, presented the impact of the policy mix of restrictions and incentives on the volume and structure of used vehicle imported to Georgia. He recalled that from 2003 to 2012 the road transport sector in Georgia was completely deregulated, with almost no restrictions in place on the import and the technical conditions of imported vehicles. He stressed that the total deregulation of the import market led to the uncontrolled expansion of the vehicle fleet, and that uncontrolled expansion resulted in environmental, road safety and other societal concerns which led to reintroduction of regulations in the sector. He stated that a technical regulation on roadworthiness tests for motor vehicles and their trailers was developed and adopted by the Government of Georgia in 2017 and entered into force for some categories of motor vehicles in 2018, and for all categories of motor vehicles from 1 January 2019. The Director of LEPL explained that challenges ahead include the regulation of the used parts market, the regulation/licensing of workshops and uncontrolled welding of the vehicles, and the introduction of regulations for vehicle utilization. In terms of the introduction of the type approval system, Georgia became a contracting party to the 1958 UNECE Agreement and started the process to introduce the Type Approval Authority (TAA) system in Georgia with support by the UNECE Transport Secretariat. The new Georgian technical regulation would affect the registration rules, import and services in the sector. He explained that the introduction of PTI requirements slightly reduced the average age of the vehicle fleet as consumers were slowly shifting to newer vehicle and the proportion of new or used cars up to five years old has since significantly risen. To deter the purchase of right-hand drive vehicles, which impose additional risks to road safety in right side traffic, the Government of Georgia increased taxes on those vehicles threefold in 2015. Further fiscal incentives include a 50 per cent lower tax for hybrid vehicles and the exemption of taxes for electric vehicles. He stressed that those measures had resulted in a decrease of right-hand drive vehicles by more than half by 2019, a four-fold increase of the hybrid vehicle fleet, and a three-fold increase in the electric vehicle fleet between 2015 and 2019.

### III. Conclusions

12. Panel presentations covered a range of aspects of the used vehicles trade, highlighting the complexity of the system and the need for implementing range of measures and solutions, to be taken by importing and exporting countries and vehicle manufacturers, towards ensuring the safety and environmental performance of imported used vehicles, as well as their lifelong roadworthiness. The side event contributed to a better understanding of the potential role of used vehicles in meeting national, regional and global goals, including those stemming from the Sustainable Development Goals, the Decade of Action for Road Safety, the Global Framework Plan of Action for Road Safety and the Paris Climate Agreement.

## **Annex IV [English only]**

### **Report of the ITC side event “Road Safety Post-Stockholm”**

#### **I. Introduction**

1. The Inland Transport Committee side-event on “Road Safety: post Stockholm” held on 25 February 2020 was jointly organized by the European Union (EU), UN Economic Commission for Europe (UNECE), the United Nations Secretary-General’s Special Envoy for Road Safety and the UN Road Safety Fund, and was moderated by Mr. Matthew Baldwin, Deputy Director-General Mobility and Transport, EU.

#### **II. Opening remarks and presentation of the outcome of the Stockholm conference**

2. Following opening remarks by Mr. Jean Todt, United Nations Secretary-General’s Special Envoy for Road Safety, Ms. Olga Algayerova, Executive Secretary UNECE and Ambassador Walter Stevens, Head of EU Delegation, Ambassador Veronika Bard, Permanent Representative of Sweden to the United Nations and other International Organisations in Geneva presented the outcome of the Stockholm Conference. Explaining the significance of the Stockholm Declaration, Ambassador Bard emphasized that its true power lay in its meaningful implementation.

#### **III. Panel I: Member states’ needs and initiatives**

3. The first panel of the side-event focused on Member states’ needs and initiatives.
- H.E. Mr. Joel Biggie Matiza, Minister of Transport and Infrastructure Development, Zimbabwe explained the national priorities and challenges for road safety.
  - H. E. Ms. Maria Luisa Escorel de Moraes, Deputy Permanent Representative of Brazil, noted Brazil’s specific context of road safety in larger cities and how the government had advanced some key initiatives in recent years.
  - Finally, Mr. Dmitry Mitrochin, Head of Federal State Institution “Road Safety Research Center”, Ministry of Interior, Russian Federation took the opportunity to explain national successes in advancing road safety and how other countries could learn from these experiences.
4. The panellists agreed that the time for action was now and that their respective countries acknowledged and championed the importance of road safety.

#### **IV. Panel II: Supporting road safety in the next decade**

5. The second panel of the side-event was on supporting road safety in the next decade.
- Mr. Yves van der Straaten, Secretary General, Organisation Internationale des Constructeurs d’Automobiles (OICA) explained that the global automotive industry was ready to make a change and had already made significant steps in that direction with its manifesto on minimum level of vehicle performance requirements.
  - Mr. Gavin Dunnet, Director, European Investment Bank outlined how road safety considerations are increasingly important in future infrastructure projects.
  - Mr. Jeannot Mersch, President, European Federation of Road Traffic Victims (FEVR) emphasized the human toll of road fatalities and that future efforts must be couched in the acknowledgement of that reality.

- Ms. Madeeha Bajwa, Programme Officer, UNRSF Secretariat discussed the importance of pooled funding mechanisms that bring together diverse actors together to address road safety issues in an integrated manner.

6. The panel concluded that the time for business as usual was over, and cross-over solutions, involving all actors, were necessary for achieving the ambitions of the Stockholm Declaration. It was agreed that the principles of such an integrated approach already exist at the United Nations level but should be further promoted and implemented to strengthen national road safety systems.

## Annex V [English only]

### **Report of the ITC side event “Transport and connectivity potential of the Caspian Sea region: Azerbaijan and Turkmenistan – the shortest route”**

#### **I. Introduction**

1. On 26 February 2020, in the margins of the 82nd Session of the UNECE Inland Transport Committee, the Governments of Azerbaijan and Turkmenistan, and UNECE co-organized a roundtable discussion on “Transport and Connectivity Potential of the Caspian Sea region: Azerbaijan and Turkmenistan – the shortest route”.

2. The roundtable was opened by H.E. Mr. Vaqif Sadiqov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of the Republic of Azerbaijan, H.E. Mr. Atageldi Haljanov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Turkmenistan, and H.E. Ms. Olga Algayerova, Executive Secretary of UNECE.

3. The roundtable was moderated by Dr. Igor Runov, Executive Secretary of the International Center for Transport Diplomacy, and was enriched by interventions from the following speakers:

- Mr. Elmir Valizadeh, Deputy Minister of Transport, Communications and High Technologies of the Republic of Azerbaijan;
- H.E. Mr. Atageldi Haljanov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Turkmenistan;
- H.E. Mr. Xu Chen, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of the People’s Republic of China to the United Nations Office at Geneva and other international organisations in Switzerland;
- Mr. Stefano Paci, Deputy Head of the International Affairs Unit at the European Commission's Directorate General for Mobility and Transport (DG Move);
- Mr. Umberto de Pretto, IRU Secretary General.

4. The round-table discussion gathered a selected audience of national transport policy makers as well as international experts, representatives of international organizations, development banks, academia, private sector and NGOs from across the Euro-Asian region and beyond and shed light on how transport developments in the Caspian region assist countries to achieve their commitments under the 2030 Agenda for Sustainable Development, the Vienna Programme of Action for Landlocked Developing Countries 2014–2024 and the Addis Ababa Action Agenda (AAAA).

5. More specifically, participants took stock of:

(a) Ongoing transport infrastructure and facilitation projects being implemented by Governments and corridor organizations in the region.

(b) The significant facilitation potential that implementation of TIR and eTIR can have on inter-modal transport operations across the Caspian Sea region.

(c) Ongoing efforts for the creation of a Unified Railway Law which once in place will enable railway operators to carry out their activity within a single legal regime along the entire East-West axis.

(d) The role of digitalisation and automation as key enablers of more efficient international transport along Euro-Asian transport routes.

(e) The tangible achievements generated by the UNECE Euro-Asian Transport Links project in the framework of which 9 rail and road links, 17 water transport links, 52

inland river ports and 70 maritime ports have been identified, several of which transiting across the Caspian Sea region, including via Azerbaijan and Turkmenistan.

6. Participants noted that the Caspian Sea region is undergoing a significant transformation, the newly constructed ports of Baku and the new port facilities in Turkmenbashi are expected to boost cargo volumes and handling capacities across the Caspian Sea proving links also with their immediate hinterlands and in doing so strengthening economic development and employment opportunities along the entire Trans-Caspian (or middle) corridor and beyond. Participants recognized that the work towards untapping the economic and trade potential of the Euro-Asian has not been finalized yet and that more efforts are needed and coordinated actions are required.

## **II. Conclusions and recommendations**

7. Conclusions and recommendations of the round-table will feed into several ongoing and planned processes and international events, particularly the forthcoming ESCAP Expert Group meeting on the development of the International North-South Transport Corridor and First Expert Meeting on Multimodal Legal Frameworks (Baku, Azerbaijan 17–19 March 2020), the Conference for Landlocked Developing Countries “Ashgabat Process: Financing for Better Connectivity” (Avaza, Turkmenistan 26–27 March 2020) and the Second UN Global Conference on Sustainable Transport (Beijing, 5–7 May 2020).

## Annex VI [English only]

### **Report of the ITC side event “High-Level Round Table on the implementation of the 2030 Agenda for Sustainable Development along the trans-continental Eurasian Transport Corridors”**

#### **I. Introduction**

1. The High-Level Roundtable on the implementation of the 2030 Agenda for Sustainable Development along the trans-continental Eurasian Transport Corridors was co-organized by the United Nations Economic Commission for Europe (UNECE) and the Secretariat of the Shanghai Cooperation Organization (SCO) and took place on 27 February 2020.

2. The meeting was opened by Ms. Tatiana Valovaya, Director-General of the United Nations Office at Geneva.

3. The Roundtable was moderated by Mr Konstantinos Alexopoulos, Chief of the Transport Facilitation and Economics section of the Sustainable Transport Division of UNECE and featured as keynote speakers:

- Ms. Olga Algayerova, United Nations Under-Secretary-General and Executive Secretary of UNECE,
- H.E. Mr. Vladimir Norov, Secretary-General of the Shanghai Cooperation Organization, and
- Mr. Umberto de Pretto, Secretary-General of the of the International Road Transport Union.

4. Ms. Tatiana Valovaya pointed out that an efficient collaboration between UNECE and the Shanghai Cooperation Organization is necessary to leverage the benefits of the 59 transport legal instruments along the trans-continental Eurasian Transport Corridors to pursue the implementation of the 2030 Agenda for Sustainable Development. She noted that a Joint Declaration on Cooperation between the Secretariats of the UN and the Shanghai Cooperation Organization, signed in April 2010, as well as Memoranda of Understanding with several UN entities allowed the two organizations to build strong partnership and proactive engagement mechanisms.

5. Ms. Olga Algayerova mentioned that sustainable improvement and extension of the trans-continental Eurasian Transport Corridors first requires political will. The Agreement on Facilitation of International Road Transport which was signed by the governments of the SCO member states on 12 September 2014 in Dushanbe is a great example of such political will. She pointed out that 149 countries are already contracting party to at least one of the 59 legal instruments managed by the UNECE, including 93 non-UNECE member States. However, I want to emphasize that, in isolation, none of these instruments can solve all the issues at stake. While those legal instruments are the foundation for safe, efficient and environmentally friendly connectivity, they need to be used jointly to leverage their full potential. Finally she pointed out the example of the eTIR procedure which will be key to further improving and securing transit across the Eurasian continent.

6. H.E. Mr. Vladimir Norov stressed that the Shanghai Cooperation Organization (SCO) attaches special importance to cooperation with the United Nations and its specialized agencies. The SCO Secretariat is currently engaged in a dialogue with the United Nations Economic Commission for Europe on signing a Memorandum of Understanding. This, in SCO's view, will strengthen cooperation to effectively address challenges, including in transport and transit. It is known that the SCO member States have acceded to the UN conventions in the field of transport and transit overseen by the UNECE. He noted that the SCO serves as an effective platform for interconnecting national and regional integration initiatives, including the Eurasian Economic Union, "One Belt, One Road", economic

development strategies of Central Asian countries, the Eurasian Economic Union, as well as the Russia-India project “North-South Corridor” and others.

7. Mr. Umberto de Pretto noted the importance of connectivity, in particular on Eurasian Transport Corridors and also that all SCO countries, including recently joined countries India and Pakistan, are TIR contracting parties; India has just begun the first TIR operation to Afghanistan via Chabahar port in Iran. He stressed the importance of establishing e-corridors (e-documents and transport digitalisation through digital TIR, e-CMR, e-Permits, etc.). He pointed out that the adoption of Annex 11 paves the way for fully digital TIR and invited SCO to join forces with IRU and UNECE to promote TIR in OBOR initiative.

## II. Conclusions and Recommendations

8. The participants of the High-Level Roundtable,

*Recognizing* the importance of transport for the economies of the countries along the trans-continental Eurasian Transport Corridors and of the facilitation of border crossings as a prerequisite to further improving international trade and competitiveness,

*Acknowledging* the leading roles of UNECE and SCO for implementation of the 2030 Agenda for Sustainable Development and its seventeen Sustainable Development Goals,

*Welcoming* the increased cooperation between the United Nations agencies and SCO and *supporting* the signature of a Memorandum of Understanding between the UNECE and SCO,

*Emphasizing* the great importance of rail transport to further reduce the environmental footprint of transport and of road transport to ensure the connectivity of each and every person and business along the trans-continental Eurasian Transport Corridors,

*Acknowledging* the crucial importance of the fifty-nine-transport related international instruments administered by UNECE for further improving and securing inland transport on the Eurasian continent, in particular when implemented jointly to leverage their full potential,

*Aware* of the need for improved infrastructures as well as modern, efficient and coordinated customs procedures at border crossings,

*Conscious* of the need to foster transport and border crossing facilitation by further enhancing and modernizing transit procedures,

*Welcoming* the adoption of a new Annex to the TIR Convention which provides the legal framework that allows the TIR procedure to function electronically,

recommended that

- Countries along the trans-continental Eurasian Transport Corridors should make use of the results of the Euro-Asian Transport Linkages (EATL) project when planning national or regional infrastructure investments;
- Countries along the trans-continental Eurasian Transport Corridors should take into account the growing demand for sustainable intermodal transport while developing their transport infrastructure.
- Countries along the trans-continental Eurasian Transport Corridors should ratify and apply the transport related international instruments administered by UNECE;
- Countries along the trans-continental Eurasian Transport Corridors should take advantage of the process made toward the computerization of the TIR procedure and actively take part in eTIR projects;
- Countries along the trans-continental Eurasian Transport Corridors as well as all relevant international organizations join the International conference which will be organized in Baku (Azerbaijan) on 21–22 April 2020 as a global platform to share good practices in the field of transport.