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**Meeting with the Chair of the Inland Transport Committee**

**Report by the Chair**

## Report by the Chair of the Inland Transport Committee

### I. Achievements over the past twelve months

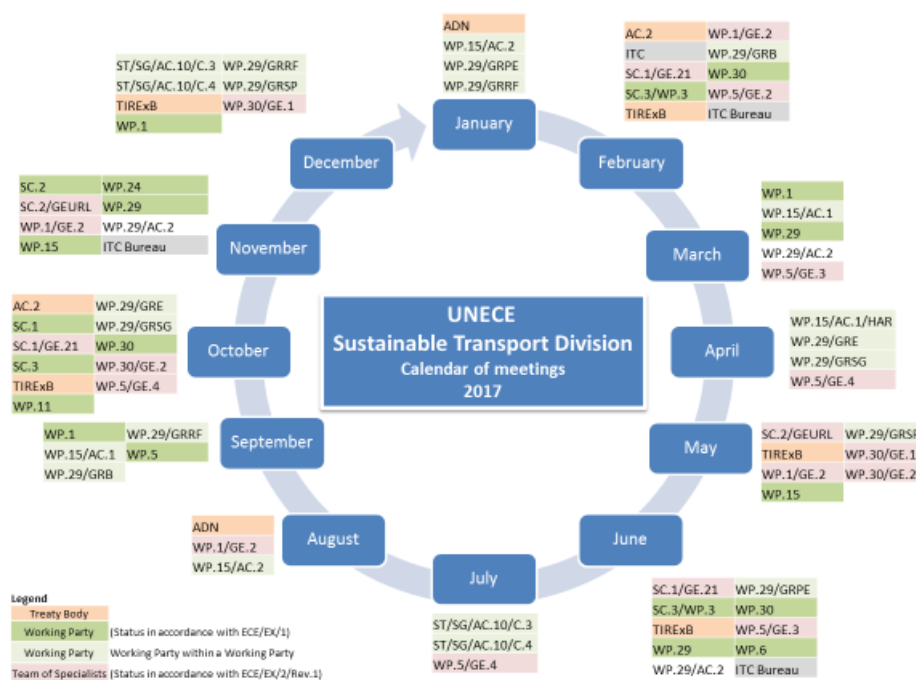
#### A. Introduction

1. The Chair of the Inland Transport Committee (ITC) last reported to the UNECE Executive Committee (EXCOM) on the annual meeting of ITC on 24 March 2017. This report describes the main achievements of ITC in the period since March 2017, as well as major activities planned for the remainder of 2018 and 2019. More information is contained in the report of the ITC on its eighty-first session, which was held from 20 to 23 February 2018 in Geneva ([ECE/TRANS/274](#), and [Add.1](#)).

2. The period 2017 -2018 was one of transition for the Sustainable Transport Division:— Ms. Eva Molnar retired on 30 June 2017; the new Director, Mr. Yuwei Li, officially assumed duties on 5 February 2018; and Mr Kristof Schockaert (Belgium) was elected as new Chair of the Inland Transport Committee at its eightieth annual session (20-23 February 2018)

3. The Committee’s activities in the reporting period are based on the Programme of Work for 2016-2017 (ECE/TRANS/2016/28 and Add.1). At the end of the 2016-2017 biennium, the Division implemented 96 per cent of its planned outputs, including 771 meetings (understood as half-day meetings) servicing 155 sessions, and 634 parliamentary documents. The schedule of meetings held in 2017 is below.

#### Schedule of Meetings, 2017



#### B. Highlights of the Achievements and Challenges in 2017 and 2018

4. The eightieth annual session of ITC was held in 2018 with the participation of over 250 participants from 63 United Nations Member States, including transport ministers from

Africa, Asia, Europe and the Middle East, heads and high-level representatives of intergovernmental and non-governmental organizations, and the private sector. The main highlights included:

(a) The keynote speeches and presentations from ministers, vice-ministers and heads of key transport organizations at the policy segment on “Intermodality: The key to sustainable transport and mobility” (for a full-fledged report see [ECE/TRANS/274/Add.1, Annex I](#)). The high-level policy segment was moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum (ITF);

(b) The launch of the road safety policy-making tool Safe Future Inland Transport Systems (SafeFITS) by Ms. Olga Algayerova, Executive Secretary of ECE, followed by statements from Mr. Yuwei Li, Director of the ECE Sustainable Transport Division, Mr. Umberto De Pretto, Secretary-General of the International Road Transport Union (IRU), and Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety.

5. At a governments-only session (with the Chairs and Vice-Chairs of the ITC Administrative Committees and Working Parties) on developing a future strategy for the Committee, it was agreed that consultation would continue through 2018 and that the ITC Bureau and the secretariat, in close consultation with the Administrative Committees, the Working Parties, the Chairs and Vice-Chairs, would prepare a strategy for adoption at the 2019 session of the Committee.

6. The Committee adopted the main decisions (Informal document ITC (2018) No. 13) available at [https://www.unece.org/trans/main/itc/itc\\_main\\_decisions\\_2018.html](https://www.unece.org/trans/main/itc/itc_main_decisions_2018.html). The most relevant for EXCOM are:

(a) Decision 5 on the modalities of developing the ITC strategy until 2030, and will include an action plan and revised terms of reference for ITC for adoption at the Committee’s eighty-first session in 2019;

(b) Decision 12 encouraged an integrated approach for the Intelligent Transport Systems (ITS) activities in all inland transport modes;

(c) Decision 17 approved the conclusions and recommendations of the final report of phase III of the Euro-Asian Transport Links (EATL) project and requested the secretariat to hold an international conference on the operationalization of EATL;

(d) Decision 18 requested the secretariat, in close cooperation with the Bureau, to follow-up on the proposal of the Economic and Social Commission for Asia and Pacific (ESCAP) for an interregional coordination committee on transport between Asia and Europe;

(e) Decision 19 noted the importance of WP.29 activities in automated/autonomous vehicles and requested WP.29 to consider establishing a dedicated Working Party (GR);

(f) Decision 19 also reiterated the Committee’s support for hosting the Database for Exchange of Type Approval (DETA) at UNECE;

(g) Decision 23 welcomed the Secretary-General’s decision to establish a United Nations Road Safety Trust Fund, with UNECE as secretariat of the fund;

(h) Decision 38 on the text of the draft new convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail;

(i) Decision 45 noted the provisional outcome of the ITC/ECE request for ITC to report to UNECE and the United Nations Economic and Social Council (ECOSOC) (A/72/3, para. 102) and stressed the continued need to better align the Committee’s reporting structure and its global role and mandates;

(j) Decisions 10, 20, and 31 on extending the mandates for three Groups of Experts (see section III in this report) and decision 50 on the programme of work of the transport subprogramme, which require decision by EXCOM.

## **C. Detailed List of Achievements and Challenges in 2017**

7. In 2017, the Committee and its subsidiary bodies continued to deliver concrete, tangible results, of which the most emblematic are mentioned in this report.

### **1. Regulatory Governance and New Accessions**

8. The number of contracting parties increased to 1,735 with ten new accessions in 2017. Despite the positive trend, the rate of accessions remained low compared to the need for a universally harmonized inland transport system.

#### *Border Crossing Facilitation*

9. On 5 June 2017, India acceded to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), bringing the total number of contracting parties to the convention to 71. With the accessions of China and Pakistan in 2016, the combined population of these three countries represent 40 per cent of the world's population, thus offering great potential for the TIR system to grow significantly in the coming years. As a first step, China and Pakistan authorized national associations to issue TIR Carnets and to act as guarantor. Furthermore, Pakistan is in the process of selecting its first authorized TIR Carnet holders.

10. In 2017, efforts to develop a new annex to the Harmonization Convention on border crossing procedures at seaports continued. Whereas various delegations continued to advocate the relevance of the new draft proposals, particularly for hinterland connections in the supply chain, other delegations stated that they questioned the added value of draft Annex 10, in particular, in view of the existing Convention on Facilitation of International Maritime Traffic of the International Maritime Organization (IMO), and cautioned that a new annex could lead to legal confusion or, even, contradiction. In conclusion, it was established that there was insufficient support among the participants of WP.30 to continue this exercise.

11. Progress was made in increasing transparency in the TIR guarantee system by reinforcing the possibilities of the TIR Administrative Committee (AC.2) to examine the audited financial statements submitted annually by the international organization authorized to manage the international guarantee system and to print and distribute TIR Carnets, including the right to request additional examinations. At the same time, the requirements for the international organization about record keeping and engaging an independent external audit have been further amended. After comprehensive discussions, AC.2 adopted, at its October 2017 session, these proposals together with a large package of various proposals. The proposals were transmitted to the Secretary-General of the United Nations for circulation and, eventual, acceptance by all TIR contracting parties.

#### *Vehicle Regulations*

12. In 2017, new United Nations vehicle regulations annexed to the 1958 Agreement were adopted or entered into force to further improve vehicle safety and environmental performance. Specifically, five new United Nations vehicle regulations aimed at improving vehicle safety and environmental performance entered into force: UN Regulation No. 139 on Brake Assist Systems, No. 140 on Electronic Stability Control, No. 141 on Tyre Pressure Monitoring systems, No. 142 on Tyre Installation, and No. 143 on Heavy Duty Dual-Fuel Engine Retrofit Systems.

13. Existing United Nations Regulations were updated by 107 amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits to increase the safety and environmental performance of vehicles. Among these, WP.29 adopted in March 2017 an amendment to UN Regulation No. 79 (Steering equipment) containing provisions for automatically commended steering functions 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.

14. The Rules annexed to the 1997 Agreement were amended by provisions for periodic technical inspection on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2). A new Resolution R.E.6 on the administrative and technical provisions for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement, was adopted in March 2017.

15. Amendments to UN Global Technical Regulations under the 1998 Agreement were established to Global Technical Regulation No. 1 (Door Locks and Door Retention Components) and No. 15 (Worldwide harmonized Light vehicle Test Procedure). A new Global Technical Regulation on evaporate emission test Worldwide harmonized Light Duty Test Procedure was adopted.

16. Revision 3 to the 1958 Agreement entered into force on 14 September 2017, which incorporates the International Whole Vehicle Type Approval system and increases the attractiveness of the agreement for further accessions of emerging economies by allowing the application of previous versions of UN Regulations. In this context, the Committee was informed about the status of the establishment of the type-approval database DETA.

*Traffic Safety and especially Road Safety*

17. Throughout 2017, UNECE continued to work on achieving the goals of the United Nations Decade of Action for Road Safety and the stand-alone road safety target 3.6 of Goal 3 (Health) of the 2030 Agenda for Sustainable Development. With this target in mind, UNECE worked within the context of its Road Safety Action Plan with 11 specific goals related to the five pillars of the United Nations Decade of Action.

18. Against this background, the main regulatory accomplishments of UNECE in safety in 2017 are as follows:

(a) Group of Experts on Road Signs and Signals:

- Review of some 5,000 road signs and signals along the roads of the contracting parties assisted by a UNECE-developed web platform;
- Formulation of more than 130 recommendations aimed at improving the convention and enhancing its implementation;
- The near final development of e-CoRSS (electronic Convention on Road Signs and Signals).

(b) Group of Experts on Safety at Level Crossings:

- Endorsement of the final report by its parent body, the Global Forum for Road Traffic Safety (WP.1).

(c) European Agreement concerning the Work of Crews of Vehicles (AETR) engaged in International Road Transport:

- Formal request from the Government of Lebanon for an amendment proposal to allow the accession of Lebanon to the AETR agreement;

- Agreement by the AETR Group of Experts to consider an amendment proposal for a new Appendix 1C on smart tachographs at their meetings in 2018.

*Transport of Dangerous Goods and Special Cargoes*

19. In 2017, the international legal instruments that regulate the air, maritime and land transport of dangerous goods were updated following the transposition of the provisions contained in Model Regulations (19th revised edition) and the Global Harmonized System of Classification and Labelling of Chemicals (GHS) (6th revised edition). This was done in a coordinated way by the international organizations involved, to ensure that the provisions may be applied simultaneously for all modes of transport as of 1 January 2017, as follows:

(a) For air and maritime transport, publication in 2017 by International Civil Aviation Organization (ICAO) and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;

(b) For road and inland waterways transport, publication by UNECE of the 2017 editions of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN);

(c) For rail transport, publication by the Intergovernmental Organisation for International Carriage by Rail (OTIF) of the 2017 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).

20. In 2017, the UNECE secretariat prepared revised consolidated editions of the Model Regulations (20th revised edition) and the GHS (7th revised edition) to take account of the decisions by the intergovernmental bodies in charge of these instruments during the biennium 2015-2016. The UNECE secretariat also prepared a revised consolidated version of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) that entered into force in January 2018.

21. As regards implementation, many countries have developed national legislation for the domestic inland transport of dangerous goods that is fully or partially based on the United Nations Model Regulations (e.g. Australia, Brazil, Canada, China, Colombia, Indonesia, Malaysia, Mexico, Republic of Korea, Russian Federation, Thailand, United States of America, Zambia). At the regional level, all European Union countries are required by Directive 2008/68/EC to apply the requirements of RID, ADR and ADN to domestic traffic. The Common Market of the South (MERCOSUR) countries (Argentina, Brazil, Paraguay and Uruguay) apply an agreement on the inland transport of dangerous goods based on Model Regulations, RID and ADR. Protocol No. 9 to the ASEAN (The Association of Southeast Asian Nations) Framework Agreement on the Facilitation of Goods in Transit provides for the simplification of procedures and requirements for the transit transport of dangerous goods in ASEAN countries, using the Model Regulations and the ADR. Annex I (Transport of dangerous goods) of the Greater Mekong Subregion Cross-Border Transport Agreement also requires the use of the Model Regulations and the ADR for cross-border transport.

22. For the classification and labelling of chemicals, more than 70 countries all over the world have developed or updated their national legislation in accordance with the provisions of the GHS, or are in the process of doing so.

23. In 2017, the UNECE secretariat organized or participated in technical assistance activities, i.e. capacity-building and awareness-raising on the transport of dangerous goods, the classification and labelling of chemicals (GHS) and the transport of perishable foodstuffs for governments or industry, in Belarus, China, Croatia, Ecuador, Lebanon, Mongolia and the Russian Federation.

*Intermodal Transport*

24. The Working Party on Intermodal Transport and Logistics (WP.24) is the cornerstone of the Committee's work on intermodality. 2017 was a particularly significant year with the following highlights:

- (a) the Committee confirmed the central role of intermodality in the development of the Committee's strategy,
- (b) WP.24 experienced increased engagement from member States, and the Committee decided to extend the WP.24 annual session from two to two-and-a-half days;
- (c) The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) decided amendment proposals of conformity with European Community Technical specifications for interoperability (EC TSIs) after many years of efforts;
- (d) The Committee took decisions on the updating of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU code), to be followed by a series of projects.

*Road Transport*

25. Over the years, UNECE through the Working Party on Road Transport (SC.1) has promoted the development and facilitation of international transport by road of goods and passengers. In 2017, highlights of its work included:

- (a) European Agreement on Main International Traffic Arteries (AGR)
  - Entry into force on 5 December 2017 of amendments to the AGR proposed by the Governments of Norway to extend E134 to Vassum via Drøbak, and the Governments of Finland and Norway to extend E45 from Karesuando (Sweden) through Kaaresuvanto, Palojoensuu, Hetta (Finland), Kautokeino to Älta (Norway).
- (b) Multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus)
  - Agreement by SC.1 members to resume the work of completing the draft OmniBus Agreement in 2018.
- (c) Convention on the Contract for the International Carriage of Goods by Road (CMR) of 1956 and the Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR) of 2008
  - A special e-CMR session was organized by UNECE in cooperation with International Road Transport Union (IRU) during the 112th session of SC.1 to take stock and map future directions in the development of electronic consignment notes. The session was well received and a follow-up session in 2018 will be organized.

*Rail Transport*

26. In 2017, further modifications to the European Agreement on Main International Railway Lines (AGC) adopted and cooperation continued with the UNECE International Public-Private Partnerships Centre of Excellence.

27. To increase the effectiveness of rail transport between Asia and Europe, the Group of Experts on Unified Railway Law prepared legal provisions on the contract of carriage and,

in particular, on rights and obligations of the parties to the contract of carriage, documentation, liability, assertion of claims and relationship among carriers of a unified railway law. It took into consideration good practices already being implemented by the CIM-COTIF Convention, the Agreement on International Goods Transport by Rail (SMGS) Agreement and other international transport conventions. The group also prepared the main principles of an appropriate management system for unified railway law. The Committee decided to renew its mandate for another two years, under new terms of reference that among other topics include the preparation of the new convention.

28. In 2017, the group focused on the:

(a) Coordination of the preparation and/or review of the existing draft documents for rail transport by the relevant international associations in the railway sector following the draft legal provisions;

(b) Monitoring of the results of the pilot tests for the draft legal provisions, and preparation of recommendations;

(c) The preparation of a study on railway reform in the UNECE region building on the workshop held at the seventy-first session of the Working Party. The study has been well received by the sector.

29. Following the initial drafts by relevant and interested parties in 2016 of a comprehensive legal instrument that can accommodate all types of border controls related to the international movement of passengers and their baggage by rail, a road map was prepared to complete the convention. Further modifications were made to the draft text in 2017 according to the road map, and the legal text was expected to be completed at the end of 2017.

30. In addition to the ongoing work on rail security, Euro-Asian rail transport and productivity in the sector to name a few, the Working Party also prepared an important study on railway reform in the UNECE region building on the workshop held at the seventy-first session of the Working Party. The study has been well received by the sector and strengthened the activities of the Working Party.

#### *Inland Water Transport*

31. In 2017, the Working Party on Inland Water Transport (SC.3) adopted amendments to the European Agreement on Main Inland Waterways of International Importance (AGN). The adoption of the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book) was released in 2017, and contributes to the amendments. This activity is in line with Sustainable Development Goals 8, 9 and 11. The updated information is available in the online Blue Book database ([www.unece.org/trans/main/sc3/bluebook\\_database.html](http://www.unece.org/trans/main/sc3/bluebook_database.html)). The number of contracting parties to AGN increased to a total of 19 with the accession of Poland in 2017. SC.3 adopted the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network as Resolution No. 87.

32. The International Ministerial Conference “Connecting by inland navigation”, was organized jointly by the Ministry of Maritime Economy and Inland Navigation of Poland and ITC in Wroclaw, Poland, on 18-19 April 2018. Ministers signed the Declaration which constitutes a basis for follow-up activities of SC.3, including the action plan and a proposal for the next session of ITC.

## **2. Policy Dialogue and Analytical Activities**

33. In 2017, the Sustainable Transport Division continued working on Road Safety Performance Reviews (RSPR), supported by the United Nations Development Account



(UNDA). The Sustainable Transport Division leads the project in cooperation with ESCAP and the Economic Commission for Latin America and the Caribbean (ECLAC). In 2016, fact-finding missions were carried out, national teams were established in four countries, and the preparation of RSPRs was initiated. In 2017, teams of national consultants were engaged to prepare draft national RSPR reports. Related capacity-building workshops were held in Vietnam (12-13 and 16-17 January 2017), Georgia (26-27 April 2017), the Dominican Republic (19-20 April 2017), Albania (5-7 July 2017) and Switzerland (5-7 July 2017). This UNDA-financed project is complemented by the Special Envoy-sponsored RSPR in Africa (Cameroon and Uganda), as part of the ongoing cooperation between the Special Envoy, UNECE and ECA.

34. Continuing its successful cooperation with the Environmental Performance Reviews (EPR) programme led by the UNECE Environment Division, the Sustainable Transport Division was actively involved in the preparation, fact-finding missions and authoring of a review of the transport sector in the third EPRs of Albania and Tajikistan. The reviews of the transport sector covered all transport modes and all types of transport (passengers and freight, including transport of dangerous goods) and made recommendations to the national authorities. Staff also participated in related capacity-building activities (December 2017, Tbilisi) for countries that underwent or were about to undergo EPR reviews, linking the analysis and recommendations with the achievement of Sustainable Development Goals in the respective countries.

35. The “ECE 2017 Inland Transport Statistics for Europe and North America” was published in June 2017, and “Statistics of Road Traffic Accidents in Europe and North America” was published in December 2017.

36. In 2017 the Working Party on Transport Trends and Economics (WP.5), the think tank of the Sustainable Transport Division continued its work on the following issues:

(a) Preparation, with the Transport, Health and Environment Pan-European Programme (THE PEP), of the Pan-European master plan for cycling;

(b) Development of an international transport infrastructure observatory for Asia and Europe in a Geographical Information System (GIS) environment to monitor developments on transport infrastructure in the UNECE region, and of new projects in cooperation with Islamic Development Bank;

(c) Preparation of the publication “Transport trends and economics for 2016: Innovative tools for financing transport infrastructure”. The next publication will be on “Mobility as a Service”;

(d) Through the work of the Group of Experts on Climate Change Impacts and Adaptation on Transport Networks and Nodes, establishment of inventories of transport networks in the UNECE region that are vulnerable to climate change impacts. This includes the compilation of a hot spots map and case studies on the potential economic, social, and environmental consequences of climate change impacts.

### **3. Capacity-Building and Technical Assistance**

37. In 2017, the Sustainable Transport Division organized a wide spectrum of technical assistance activities (capacity-building projects, advisory services and workshops) to contribute to strengthening national capacities to accede to and implement United Nations legal instruments administered by ITC. The secretariat offered advisory services to member States on transport topics, co-organized workshops, continued with implementation of capacity-building projects and subregional infrastructure developments projects.

38. In 2017, the Sustainable Transport Division completed work on the road safety model “Safe Future Inland Transport Systems (SafeFITS)”, a tool to facilitate knowledge-based

transport policy decision-making related to road casualty reduction. SafeFITS was planned primarily to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures to achieve tangible results in improving road safety. The model is based on historical road safety data and on relations between several road safety parameters, and it is expected to provide information on results of different road safety scenarios based on the chosen policies and measures. During the summer of 2017, the initial version of the web-based application was finalized. Pilot tests in Albania and Georgia fine-tuned the application. Once last adjustments are made, SafeFITS will be available to the public.

39. The twenty-second session of the Thematic Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) of the United Nations Special Programme for the Economies of Central Asia (SPECA) was held in Astana on 1 and 2 November 2017. The session was hosted by the Ministry of Investment and Development of Kazakhstan and co-organized by UNECE and ESCAP. The national representatives discussed improving regional connectivity (infrastructure development, removing bottlenecks), international transit (border crossing facilitation), transport statistics collection and road safety. All topics addressed transport-related Sustainable Development Goals (SDGs). The TWG adopted the programme of work for 2017-2018 with most of the activities focusing on rendering assistance to countries in achieving the SDGs.

40. Back-to-back with the TWG-STTC session, the Ministry of Investment and Development of Kazakhstan and the Sustainable Transport Division organized the SPECA Workshop on transport-related Sustainable Development Goals (2-3 November 2017). Almost 50 representatives from SPECA member countries attended together with representatives of international organizations. The workshop aimed to strengthen the knowledge of transport-related SDGs in SPECA and East-European countries, including in particular data collection and reporting.

41. Phase III of EATL concluded in 2017. The main objective was to improve the operational capacity and connectivity of the inland transport routes between Asia and Europe. Phase III focused on analyses of trends in trade, on assessment of cargo flows, on comparative analysis of delivery times and costs on various routes, on integration of schedules and coordination of tariffs for inland modes of transport and on assessment of physical and non-physical barriers to international inland transport.

42. The sixty-eighth session of the Trans-European North-South Motorway (TEM) Steering Committee was held in Geneva on 20 and 21 February, and its sixty-ninth session was held in Sarajevo from 6 to 8 November 2017. The amended TEM Strategic Plan 2017-2021 (SP) was adopted. On the basis of activities defined in the Strategic Plan, the TEM Trust Fund Agreement 2017-2021 was also adopted.

43. According to decisions of the sixty-eighth session of the TEM Steering Committee, UNECE recruited the Project Manager and the Strategy Coordinator. Both positions are responsible for carrying out the project and managing the Project Central Office (PCO).

44. The twenty-fourth TEM-iHEEP (International Highway Engineering Exchange Programme) Area V 2017 annual meeting was held in Dubrovnik, Croatia from 4 to 7 June. It was dedicated to one of the priority topics of the TEM Project – standards for maintenance of roads and highways. Representatives of TEM participating countries and the Department of Transport of four States from the United States of America shared their experiences and best practices on financing of road construction, rehabilitation and maintenance.

45. A seminar on functioning and financing of the national management of road infrastructure was held in Sarajevo on 7 November 2017. More than 20 experts from TEM member countries and the European Union shared their experiences.

46. The forty-second Trans-European Railway (TER) Steering Committee was held in Belgrade on 3 and 4 April, and its forty-third session was held in Geneva on 27 November 2017. The TER PCO in Belgrade was officially opened and started its operation.

47. In addition to promoting the United Nations road safety conventions during 58 country visits, encouraging higher priority on road safety in the United Nations system, highlighting road safety in high-level conferences and contributing to the establishment of the United Nations Road Safety Trust Fund, the Special Envoy has also been supporting a series of road safety capacity-building activities in cooperation with UNECE:

- A workshop was held for Latin America and Caribbean countries in cooperation with UNECE, ECLAC, the Inter-America Development Bank and the World Health Organization's Pan-American Health Organization (13-14 March 2017, Buenos Aires) on regional road safety issues, including the United Nations vehicle regulations and the 1968 Conventions on Road Traffic and on Road Signs and Signals;
- A Regional Helmet Workshop for South Asia, South-East Asia and the Pacific on ways to prevent casualties through the mandatory use of a proper helmet (UN Regulation No. 22) and proper enforcement (7 April 2017, Kuala Lumpur). The workshop was held in collaboration with the ESCAP and the Malaysian Institute of Road Safety Research (MIROS);
- Two Road Safety Performance Reviews carried out in Africa in collaboration with UNECE and the Economic Commission for Africa (ECA) (Cameroon and Uganda);
- In response to technical assistance requests, three capacity-building workshops were provided: to Mongolia on vehicle regulations and the transport of dangerous goods (June 2017); to Uruguay on vehicle regulations (October 2017, jointly with ECLAC); to Nigeria on the 1968 Vienna Conventions (November 2017).

48. Two capacity-building workshops on "Transport Infrastructure Corridors along Asia and Europe" and on "Mobility as a Service" were held during the session of Working Party on Transport Trends and Economics (2017).

49. A workshop on technical prescriptions for vessels was held on 15 February 2017 at the fiftieth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3). It addressed recent developments in the field of technical prescriptions for inland navigation vessels, exchanged best practices, and identified needs and challenges for member States, the European Union and River Commissions.

50. The workshop "Inland waterways and ports: Bridges to intermodality" was held on 14 June 2017 at the fifty-first session of SC.3/WP.3. It highlighted the role of inland waterways as a key element in intermodal supply chains, facilitated the attractiveness of the sector in the market, strengthened links between inland water transport and other transport modes and strengthened the role of E ports in the context of AGN.

51. The workshop "Inland Navigation Rules: Implementation of the European Code for Inland Waterways (CEVNI)" was held at the sixty-first session of SC.3. It addressed the efficiency and main practical values of CEVNI and possible ways for making the code more viable.

52. Following the 2016 workshop on how innovation in intermodal transport can contribute to sustainable development, the 2017 workshop focused on railways and computerized documents contribution to intermodal transport.

53. Participation of the TIR secretariat at national, regional or global seminars included:
- (a) Workshop on the World Customs Organization (WCO) transit guidelines (23-27 January 2017, La Paz);
  - (b) High-Level Meeting for the Euro-Asia Region on Improving Cooperation on Transit, Trade Facilitation and the 2030 Agenda for Sustainable Development (7-9 March 2017, Hanoi);
  - (c) Seminar on the automation of transit procedures and electronic exchange of data in the context of trade facilitation (19-20 April 2017, Istanbul);
  - (d) Workshop on the regional computerized TIR corridor (11-12 May 2017, Batumi);
  - (e) Regional Awareness-Raising Workshop on the main United Nations Road Transport Legal Instruments (4 July 2017, Brussels);
  - (f) WCO Global Conference on Transit (10-11 July 2017, Brussels);
  - (g) Fifth meeting of the Inter-Agency Coordination Group on the follow-up and implementation of the Vienna Programme of Action for the Landlocked Developing Countries for the Decade 2014-2024 (3-5 October 2017, New York).
54. UNECE and the International Telecommunication Union (ITU), organized the 2017 Symposium on the Future Networked Car at the Geneva Motor Show, and addressed a large professional audience from the telecommunication and transport sectors. The international symposium examined advances in connected vehicles from the perspectives of business, technology and regulation. Technical sessions highlighted the relevance of the work to be done on artificial intelligence and cyber security.
55. The Division organized its annual Intelligent Transport systems (ITS) workshop in conjunction with the regular meetings of the Working Party on Braking and Running Gear and WP.1 in September 2017. Information was shared on current views in activities that drivers could perform while their vehicles are being driven, as well as on cyber security as a threat that could affect traffic.
56. During its sixty-eighth session in June 2017, WP.6 held a workshop on data sources for rail statistics, "Promoting Data Quality in Rail Statistics: Sharing Country Practices" with national statistics offices, transport ministries and international rail organizations. The workshop was a useful step in increasing the sharing of information between different rail data providers and users.
57. The Working Party session also established an informal Group of Experts to provide input and suggest edits for the next edition of the Glossary for Transport Statistics. Further, the session agreed to disseminate statistics on rail accidents for all UNECE member States, and this data collection was made permanent.
58. The Sustainable Transport Division organized three workshops (Montenegro 11-12 October; Kazakhstan 2-3 November; Slovenia 16-17 November) on helping member States implement and measure progress towards the SDGs using road transport and road safety statistics:
59. These workshops set the stage for participating countries to present their current activities in achieving transport-related SDGs. The secretariat delivered comprehensive guidance on how to collect relevant statistics for the purpose of monitoring and reporting on SDG implementation.

*THE PEP – Transport, Health and Environment Pan-European Programme*

60. The Transport, Health and Environment Pan-European Programme (THE PEP) relay race was re-launched in Paris as one of the main events to implement the Paris Declaration on Transport, Health and Environment. As 2017 marked the 200th anniversary of the invention of the Draisine — an ancestor of the bicycle — the city of Mannheim, Germany, hosted THE PEP relay race on “Cycling and walking make THE Link - Transport, Health and Environment” on 21 September 2017. As part of the relay race, the transport system of Mannheim was analysed for CO<sub>2</sub> emissions with the For Future Inland Transport Systems (ForFITS) tool.

61. The 2017 annual symposium of THE PEP focused on managing sustainable mobility and promoting a more efficient transport system: innovation and policy convergence as enablers of green and healthy transport.

## **II. Major activities planned for 2018 and beyond**

62. Going forward, the highest-priority for the ITC is the development of an ITC Strategy which builds on past results, the 2017 ministerial resolution, and is aligned with the key global agreements, i.e. the 2030 Sustainable Development Agenda, the Paris Climate Change Agreement, the New Urban Agenda and also the United Nations Decade of Action for Road Safety. 2018 will be the year to identify ways to strengthen the role of the ITC in addressing global inland transport issues through the United Nations legal instruments under its purview and to contribute to implementing the transport-related targets of the 2030 Agenda. The work on the ITC strategy and proposals for possible changes to the mandate of ITC, may result in the adoption of revised Terms of Reference that would then be submitted to the Commission for endorsement at its 2019 session.

63. Below is a selection of additional developments, events and activities planned for the upcoming year that can be of interest to EXCOM in this regard.

### **A. SPECA**

64. A workshop on transport-related Sustainable Development Goals and progress towards their achievement is planned for September 2018, back-to-back with the twenty-third session of the SPECA Sustainable Transport, Transit and Connectivity Thematic Working Group that is jointly serviced by UNECE and ESCAP.

### **B. Transport of Dangerous Goods and Special Cargoes**

65. As regards land transport, in 2018 the Working Party on the Transport of Dangerous Goods (WP.15), in cooperation with OTIF and the Central Commission for the Navigation on the Rhine (CCNR) for rail and inland waterways transport respectively, will finalise considering the provisions of the twentieth revised edition of the Model Regulations and the seventh revised edition of the GHS. This should lead to the adoption of a series of draft amendments to ADR, RID and ADN in 2018 to ensure that their provisions may be applied simultaneously as of 1 January 2019. ICAO and IMO would also have completed the updating of the ICAO Technical Instructions and the International Maritime Dangerous Goods (IMDG) Code to take account of the provisions of the Model Regulations and the GHS, thus ensuring they may be applied in 2019 for air and maritime transport as well.

66. In 2018, the Working Party on the Transport of Perishable Foodstuffs (WP.11) will continue its work on the reduction of vehicle emissions and use of refrigerants with low Global Warming Potential (GWP) and on updating the Agreement in the light of technological developments.

### **C. Transport Statistics**

67. The Working Party on Transport Statistics (WP.6) has been a leader in the process for updating the Glossary for Transport Statistics, a key reference document for statistical data collection that allows data measuring the Sustainable Development Goals to be collected in a harmonized way. A meeting was held to discuss amendments in March 2018 and it is hoped that a draft fifth edition can be presented and discussed at this year's session, with publication expected in early 2019. In addition, the data collected by the Working Party will continue to help measure progress in the Sustainable Development Goals, notably for Goals 3, 9 and 11. WP.6 produces data that directly feed into indicators 3.6.1 and 9.1.2, and has recently started to disseminate bus and coach activity statistics that can provide context for 11.2.1.

### **D. Rail transport**

68. A Workshop on rail security will be held at the ITF Annual Summit in Leipzig to discuss rail security with a focus on passenger, freight and infrastructure as well as on future technology to improve security for the railways.

### **E. Inland water transport**

69. In 2018, SC.3 and SC.3/WP.3 will continue their activities based on the strategy for 2016-2021 endorsed by ITC on 24 February 2017, focused on a pan-European network of inland waterways of international importance as an integrated part of inland transport networks and markets through:

(a) promotion of the European Agreement on Main Inland Waterways of International Importance (AGN), updating the Inventory of Main Standards and Parameters of the E-Waterway Network (Blue Book), the Blue Book database and the map of European inland waterways;

(b) Continuing work on updating provisions of CEVNI, waterway signs and marking, technical prescriptions for vessels taking into account recent developments of other international organizations in this field;

(c) Fostering innovations by promotion of River Information Services (RIS) and revising the UNECE resolutions relevant to RIS based on the progress made by RIS International Expert Groups and PIANC, addressing autonomous vessels;

(d) Promotion of recreational navigation, promotion of Resolution No. 40 and maintenance of the International Certificate for Operator of Pleasure Craft models database.

### **F. Climate change**

70. Activities planned to address climate change include:

(a) Further promotion of vehicle regulations that increase energy efficiency, thus reducing vehicle emissions of CO<sub>2</sub> and pollutants;

(b) Development of best policy practices on adaptation of transport systems and infrastructure to climate change;

(c) Promotion of Intelligent Transport Systems that reduce emissions;

(d) Development of policy recommendations on the basis of the tool that assesses the impacts of transport policy options on CO<sub>2</sub> emissions (ForFITS);

(e) Promotion of cycling and walking under the Transport, Health, Environment Pan-European Programme (THE PEP).

## **G. Road Safety**

71. Several activities are lined up for road safety, in particular:

(a) Finalization of the Safe Future Inland Transport Systems (SafeFITS) pilot-projects in Albania and Georgia and publishing of SafeFITS final report. In 2018, activities to present the SafeFITS to relevant stakeholders and increase its visibility will take place;

(b) Completion of the strengthening the national road safety management capacities of selected developing countries and countries with economies in transition project. Publishing of the Road Safety Performance Reviews (RSPR) prepared in the framework of the UNDA project and also under the auspices of the Special Envoy. Finalization of discussion with Kazakhstan to be a next country to prepare an RSPR;

(c) Acceleration of the implementation of United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020);

(d) The completed report on perceived inconsistencies and inadequacies related to the implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals and recommendations for actions will be presented to WP.1 for adoption.

## **H. Border Crossing Facilitation**

72. Various activities proposed in border crossing facilitation are as follows:

(a) Continuation of the eTIR pilot project between Georgia and Turkey and the launch of other eTIR pilot projects with interested countries further to the 2017 Memorandum of Understanding between UNECE and IRU in the field of computerization of the TIR procedure;

(b) Progress and, possibly, finalization of discussions on new Annex 11 to the TIR Convention, containing provisions for the eTIR legal framework;

(c) Finalization of discussions on a draft new convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail.

## **I. Harmonization of Vehicle Regulations**

73. Activities for the harmonization of vehicle regulations in 2018 include:

(a) Finalization of the discussion on the strategic direction of the establishment of future United Nations regulations under the 1958 Agreement and United Nations global technical regulations under the 1998 Agreement with the main focus on automated/autonomous vehicles, electro-mobility to address the challenges of limited fossil fuel resources, environmental protection and climate change;

(b) Further strengthening of the system for periodic technical inspections as regulated under the 1997 Agreement on Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections. and aiming at the introduction of new United Nations rules and resolutions until 2018;

(c) Continued consultations on a joint initiative by the Special Envoy and UNECE for a voluntary commitment from the automotive industry to put only such vehicles on worldwide markets which comply with a defined minimum set of United Nations vehicle safety regulations is expected to be concluded in 2018.

### **Database for the Exchange of Type Approval**

74. The funding arrangements regarding DETA require further discussions among member States. As there was no common position among UNECE member States on the financing of the hosting of DETA under the UNECE regular budget prior to the 2017 Commission session, WP.29 decided to use extrabudgetary funding for DETA. For this, UNECE contacted all contracting parties to the 1958 Agreement with a request for donations. At the 173rd session of WP.29 in November 2017, Germany offered to temporarily host and finance DETA under the condition that UNECE takes over DETA under regular budget at latest from 2022 onwards, and that the industry covers the development costs of the Unique Identifier and the Declaration of Conformity, which was welcomed by WP.29. However, the fulfilment of the conditions could not be granted by both the industry and UNECE at that stage. ITC at its eightieth session reiterated its decision to request UNECE to cover DETA-related costs in its regular budget.

75. Entry into force of Revision 3 to the 1958 Agreement on uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals, provides the basis for International Whole Vehicle Type Approval (IWVTA) as by the recent establishment of a new United Nations Regulation No. 0 as well as the establishment of an electronic Database for the Exchange of Type Approval (DETA) documentation between all the contracting parties to the agreement. Revision 3 to the 1958 Agreement, entered into force in September 2017 and contracting parties wish to have DETA operated by UNECE. DETA, as an online accessible database, is to provide access to all type approvals related to whole vehicles, their parts and components, and would thus be the information backbone for IWVTA. Furthermore, with the introduction of the Unique Identifier generated by DETA, which is the basis for the simplification process of United Nations regulations, the only link between the product and its type approval would be established through the information kept by DETA. The Declaration of Conformance document generated by DETA could establish a clear link between the individual vehicle and the related type approvals.

### **III. Proposed changes to the subsidiary structure of the Committee**

76. The mandates of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes and the Group of Experts on Road Signs and Signals are to be renewed as contained in document ECE/TRANS/274;

77. The mandate of the Group of Experts on Unified Railway Law is to be renewed (document ECE/TRANS/274, paragraph 69) under its new terms of reference as contained in document ECE/TRANS/2018/13/Rev.1.

### **IV. Follow-up to the 2017 session of the Economic Commission for Europe**

78. At its sixty-seventh session, held in Geneva on 26 and 27 April 2017, the Economic Commission for Europe adopted decision E (67) on decision 1 of the ministerial resolution adopted at the seventy-ninth session of ITC, in which the Commission considered favourably the question of mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to the Economic and Social Council. To that end, the Commission had decided to submit to the Economic and Social Council the draft resolution entitled "Economic Commission for Europe Inland Transport Committee" (E/2017/15/Add.1, sect. I.B) for its consideration and, possibly, adoption.



79. At its fiftieth meeting, on 25 July 2017, the Council decided (A/72/3, para. 102) to send the draft resolution as recommended by the Commission (E/2017/15/Add.1, sect. I.B) back to the Commission for further consideration (E/2017/SR.50). See Council decision 2017/268.

80. EXCOM may wish to note that the Committee at its eightieth session, noting the provisional outcome of the ITC request for parallel reporting of ITC to UNECE and ECOSOC (A/72/3, para. 102), following decision 1 of the 2017 ministerial resolution (ECE/TRANS/270, para. 14; E/ECE/1480: paras. 2, 5 and 6; and decision E/67; E/2017/15/Add.1, section I(B) para. 2, p. 4), stressed the continued need to better align the Committee's reporting structure and its global role and mandates (decision No. 45).

## V. Cooperation with Other Organizations

81. The collaboration between UNECE and the United Nations Secretary-General's Special Envoy has created an important new coalition for raising awareness for road safety and also for the role of ITC in this respect. This cooperation has also led to new or reconfirmed partnerships, especially within the United Nations system, the United Nations country teams and UNDP. UNECE provides the secretariat for the Special Envoy. For a full report of the Special Envoy's activities, see [ECE/TRANS/2018/11](#).

82. In carrying out its activities and the work programme in transport, the Division cooperates and coordinates work with all the key international organizations of inland transport, transport of dangerous goods and vehicle regulations. Among them the most frequent interactions and joint activities throughout the past year were with: European Union, UN Regional Commissions, United Nations Department of Economic and Social Affairs (UN DESA), United Nations Office for the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN OHRLLS), United Nations Environment Programme (UNEP) and other UN departments and agencies, multilateral development banks, especially the World Bank and the Islamic Development Bank, the Organization for Security and Cooperation in Europe (OSCE), the Organization for Economic Cooperation and Development (OECD) and the International Transport Forum, Organization of the Black Sea Economic Cooperation (BSEC), IMO, International Labour Organization (ILO), International Union of Railways (UIC), IRU, International Road Federation (IRF), River Commissions in Europe (i.e. Central Commission for the Navigation on the Rhine (CCNR), Danube Commission, International Sava River Basin Commission, Mosel Commission), OTIF, Organization for Cooperation between Railways (OSJD), Economic Cooperation Organization (ECO), International Rail Transport Committee (CIT), World Road Association (PIARC), WHO, European Boating Association (EBA).