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**EXECUTIVE COMMITTEE**

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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), Mr Kristof Schockaert (Belgium), last reported to the UNECE Executive Committee (EXCOM) on the annual meeting of ITC on 18 May 2018.

2. The period since the last Chair's report to EXCOM, was one of high-paced performance and results. During this period, the secretariat serviced 20 Working Parties, 14 Administrative Committees and six Groups of experts for amending, acceding to and implementing the existing 59 UN conventions/agreements on inland transport administered by UNECE, and forging new conventions/agreements, protocols and resolutions. The conventions/agreements cover safety, vehicle regulations, transport of dangerous goods and perishable foodstuffs, environmental performance, cross-border facilitation and transboundary infrastructure networks to provide regulatory support for countries to implement SDGs 3, 5, 6, 7, 8, 9, 11, 12 and 13.

3. The impacts of this persevering work can be felt in various aspects of the daily lives of citizens around the world. To mention but a few examples for 2018:

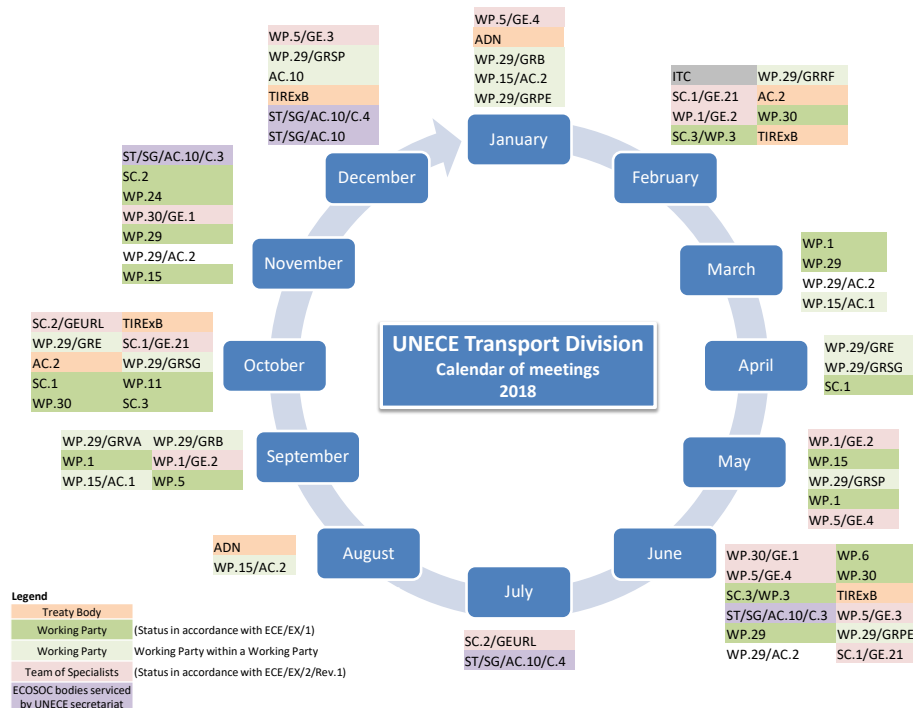
- annually, 86.2 million new cars, trucks and buses (89% of global production) and 39.7 million new motorcycles (53% of global production) comply with UN Regulations or UN GTRs;
- 150 to 200 million consignment notes are issued annually in Europe alone for international trips on the basis of the CMR convention; this number increases to approximately 1 billion if national freight transport is included;
- over 450 million vehicles in Europe, Central Asia, North Africa and the Middle East use Green Cards;
- 129 countries have issued millions of International Driving Permits;
- about 12 million passenger and cargo transporting vehicles use tachographs in the UNECE region except North America;
- 33,845 transport companies are authorized to use TIR around the world;
- the transport statistics of UNECE member States are ever more comparable thanks to the glossary developed at UNECE in collaboration with ITF and Eurostat;
- Only in EU Member States, more than 82 billion tonne-kilometres of dangerous goods were carried in 2017 subject to ADR provisions.

4. To achieve these tangible regional and global results, the Committee and its Working Parties brought together in Geneva more than 5,700 officials and experts from UN member States around the world to contribute to the administration of the conventions/agreements for the benefit of Member States.

5. To produce these impressive results, in 2018 alone, 348 half-day meetings (or 40 per cent of UNECE total) were convened and 1,650 documents (or 80 per cent of UNECE total) were provided to the meetings for deliberations. At the end of 2018, the Division implemented 96 per cent of its planned outputs.

6. The schedule of meetings held in 2018 is below.

**Schedule of Meetings, 2018**



**B. 81<sup>st</sup> annual session of the Inland Transport Committee**

7. The eighty-first session of ITC (Geneva, 19-22 February 2019) kick-started with the High-level Policy segment on *Automation in Transport* with the participation of Transport ministers from Africa, Asia, Europe and the Middle East, alongside close to 400 participants from 75 countries and the heads and high-level representatives of intergovernmental and non-governmental organizations and key inland transport stakeholders. The main highlights of the High-level Policy Segment (see [ECE/TRANS/288/Add.1](#)) included:

(a) The adoption at the end of the High-level policy segment of a Ministerial Resolution on “Enhancing Cooperation, Harmonization and Integration in the Era of Transport Digitalization and Automation” by Ministers and Heads of Delegations of countries in Africa, Asia, Europe, Middle East and Latin America ([ECE/TRANS/288](#), Annexes I and II);

(b) The official launch of the Phase III Report of the Euro-Asian Transport Links (EATL) project;

(c) The ITC side-event on “Automation in Transport: Safe deployment of automated vehicles in traffic”, jointly organized by the Global Forum for Road Traffic Safety (WP.1) and the World Forum for the Harmonization of Vehicle Regulations (WP.29) (Geneva, 18 February 2019) ([ECE/TRANS/288/Add.1](#), annex III);

(d) The ITC side-event on “Digitalization and e-documents” ([ECE/TRANS/288/Add.1](#), annex IV).

8. At the ninth governments-only restricted session with the participation of Chairs and Vice-Chairs of the ITC Administrative Committees and Working Parties, after two years of

deliberations and inclusive consultations with member States and Working Parties/Chairs, the Committee **considered and adopted by acclamation** the *ITC strategy until 2030* ([ECE/TRANS/288/Add.2](#)), as contained in ECE/TRANS/2019/R.1, including vision, mission, strategic objectives, action plan, list of priorities and resource mobilization and partnerships.

9. The Committee adopted the main decisions (as contained in [ECE/TRANS/288](#) and [Informal document ITC \(2019\) No. 9/Rev.5](#)). The most relevant for EXCOM are:

- (a) Decision 4 adopting by acclamation the Committee's Strategy until 2030;
- (b) Decision 5 adopting the Committee's revised terms of reference, which were subsequently endorsed by the Economic Commission for Europe at its 68<sup>th</sup> session (Geneva, 9-10 April 2019);
- (c) Decision 23 welcoming and encouraging the continuation of close cooperation between WP.1 and WP.29;
- (d) Decision 25 calling upon the secretariat to organize a transport security forum discussion meeting in 2019;
- (e) Decision 27 endorsing the transformation of the Working Party on Brakes and Running Gear (GRRF) to the Working Party on Autonomous/Automated Vehicles (GRVA), implementing the relevant ITC decision (ECE/TRANS/274, para 52);
- (f) Decisions 29-32 on Road Safety, stressing the Committee's concern on slow progress in achieving the relevant SDG targets and fully supporting an enhanced role for UNECE's comprehensive contribution to the global efforts, with the support of the United Nations Road Safety Trust Fund and the Secretary General's Special Envoy for Road Safety;
- (g) Decision 42 adopting ITC Resolution 265 on "Facilitating the Development of Inland Water Transport" in support of the ministerial declaration "Inland Navigation in a Global Setting" adopted at the International Conference on Inland Water Transport "Connecting by Inland Navigation" held on 18-19 April 2018 in Wroclaw (Poland);
- (h) Decision 46 adopting the text of a new Convention on passenger transport by rail<sup>1</sup>, the 59<sup>th</sup> Convention under the purview of the ITC, and requesting the secretariat to transmit the text to the Depository to be opened for signatures;
- (i) Decisions 51 and 52 on the 2020 E-Rail (ITC Resolution 266) and E-Road (ITC Resolution 267) Traffic Censuses aimed at providing better road and rail statistics in a geospatial format, respectively;
- (j) Decisions 17, 28, and 34 on extending the mandates for three Groups of Experts (see section III in this report).

## C. Highlights of the Achievements and Challenges in 2018 and 2019

10. In 2018, the UNECE transport subprogramme, the Committee and its subsidiary bodies continued to deliver concrete, tangible results, of which the most emblematic are mentioned in this report.

### 1. Road safety and launch of the United Nations Road Safety Trust Fund

11. In many ways 2018 marked a milestone for road safety in support of the efforts of Member States to meet the ambitious road safety targets set in the Sustainable Development Goals, because of decisive and potentially game-changing global developments, with the

<sup>1</sup> "Convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail".

work of the Committee and its subsidiary bodies at the centre of the most important of them. Among the most consequential breakthroughs are the adoption of General Assembly Resolution 72/271 and the establishment of the United Nations Road Safety Trust Fund to which UNECE provides the secretariat..

12. Despite progress in improving road safety in some countries in the last decade, the overall global results are far short of the changes that are urgently needed to reduce global road fatalities and injuries. Road traffic injuries constitute the first cause of accidental death globally. The General Assembly, through resolution A/RES/72/271 of 12 April 2018, expressed the concern that target 3.6 of Sustainable Development Goal 3 will not be met by 2020 at the current rate of progress by Member States. The Resolution went one step further, by encouraging all United Nations Member States to accede to the legal instruments under the purview of the Committee and by welcoming the establishment of the United Nations Road Safety Trust Fund to support progress towards achieving road safety-related Sustainable Development Goals and relevant global targets.

13. In response to the ongoing crisis, the United Nations Road Safety Trust Fund was launched in April 2018, with the aim to catalyse efforts to address the critical road safety situation by bridging the gaps in the mobilization of resources and ensuring the effective coordination of action at all levels. The Global Framework Plan of Action for Road Safety was introduced as a basis for funding criteria and priorities for Trust Fund activities. The Sustainable Transport Division of UNECE provides the secretariat of this new UN Multi-Partner Trust Fund based on extrabudgetary resources. The Trust Fund became operational in 2018.

## 2. Regulatory Governance and New Accessions

14. The number of contracting parties increased to 1,754 with nineteen new accessions to nine legal instruments in 2018<sup>2</sup>. Despite the positive trend, the rate of accessions remained low compared to the need for a universally harmonized inland transport system.

15. The most important regulatory achievements are listed below. For a full report, see the 2018 annual report of the Inland Transport Committee ([ECE/TRANS/2019/21/Rev.1](#)).

### *Traffic Safety and especially Road Safety*

16. At its seventy-seventh session in September 2018, the Global Forum on Road Traffic Safety (WP.1) adopted a resolution titled “Global Forum for Road Traffic Safety Resolution on the deployment of highly and fully automated vehicles in road traffic”. The Group of Experts on Road Signs and Signals (GERSS) has worked successfully over the past five years, discussing over 5,000 road signs used by contracting parties to the 1968 Convention on Road Signs and Signals, and is expected to complete its mandate in June 2019.

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<sup>2</sup> **Argentina** (1975 TIR Convention); **Armenia 2 legal instruments** (1968 Convention on Road Signs and Signals; 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts); **Cabo Verde** (1968 Convention on Road Traffic); **Nigeria 5 legal instruments** (1957 ADR Agreement; 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts; 1968 Convention on Road Traffic; 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections; 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts); **Oman** (1975 TIR Convention); **Qatar** (1975 TIR Convention); **Republic of Moldova** (e-CMR Protocol); **Russian Federation** (e-CMR Protocol); **San Marino** (1957 ADR Agreement); **Saudi Arabia** (1975 TIR Convention); **Tunisia** (1993 Protocol to ADR Agreement); **Turkey** (e-CMR Protocol); **United Kingdom of Great Britain and Northern Ireland** (1968 Convention on Road Traffic); **Uzbekistan** (1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts).

*Border Crossing Facilitation*

17. The global expansion of the TIR Convention, 1975, continued unabated in 2018, with the accession of Argentina, Qatar and Saudi-Arabia to the TIR Convention. With these latest accessions, the TIR Convention has seventy-five contracting parties. In addition, during 2018, the TIR system became operational in China, India and Pakistan and is now active in sixty-two countries.

18. A new module of the International TIR Data Bank (ITDB) with a repository of customs offices was launched in May 2018 for use by customs officials. Public access to the ITDB customs office module is under consideration of TIRExB. These developments follow the launch in 2017 of the new ITDB and the new ITDB web service that tripled within months the number of users in comparison to the previous version. The ITDB currently contains data of around 34,000 authorized TIR Carnet holders.

19. In 2018 the customs administrations of Azerbaijan, Georgia, Kazakhstan and Ukraine confirmed their willingness to take part in an eTIR intermodal project between their countries and have accepted the standard conditions for computerization projects to be launched. eTIR transports continued to be carried out between Iran (Islamic Republic of) and Turkey, and efforts have been undertaken to extend the scope of the project to include more transport companies and more customs offices.

*Vehicle Regulations*

20. Following the decision of WP.29 in June 2018 to implement ITC Decision No.19 of 2018 and convert GRRF into GRVA, GRVA had its first meeting between 25-28 September 2018. The activities of GRVA will include the development of a framework regulation on automated/autonomous vehicles.

21. On the 1958 Agreement, three new United Nations vehicle regulations, aimed at improving vehicle safety and environmental performance, entered into force in 2018. Another two new UN Regulations that were adopted in 2018 entered into force in January 2019. Existing UN Regulations were updated by 100 amendments, which adapt the regulations to the most recent technological innovations and introduce more stringent limits aimed at increasing both the safety and environmental performance of vehicles.

22. On the 1997 Agreement, amendments to provisions for periodic technical inspections on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2) entered into force. Two new UN Rules were adopted establishing uniform provisions for periodic technical inspections of the roadworthiness of motor vehicles with electric; hybrid-electric; Compressed Natural Gas (CNG); Liquefied Petroleum Gas (LPG); and/or Liquefied Natural Gas (LNG) propulsion systems.

23. On the 1998 Agreement, in 2018, WP.29 concluded several years of work on new Global Technical Regulations (UN GTR) No. 20 on electric vehicle safety. The updates of three existing UN GTRs (No. 9, No. 15, and No. 19) were also adopted in 2018.

*Transport of Dangerous Goods*

24. The Working Party on the Transport of Dangerous Goods (WP.15), in cooperation with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), finished in 2018 work to ensure harmonisation of the international agreements for the transport of dangerous goods by road, rail and inland waterways with the provisions of the twentieth revised edition of the Model Regulations. This was done in a coordinated way by the international organisations involved, to ensure that the provisions may be applied simultaneously for all modes of transport as of 1 January 2019.

25. This work resulted in the adoption in 2018, by the Working Party on the Transport of Dangerous Goods, of a series of amendments to ADR that entered into force on 1 January 2019 and were included in the 2019 edition of the ADR. This edition contains new and revised provisions addressing transport of defective or damaged lithium batteries, substances requiring stabilisation by temperature control; vehicles powered by flammable liquids or gases, fuel cells or batteries; and safety of vehicles carrying dangerous goods.

26. Similarly, the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) adopted in 2018 a series of amendments to the regulations annexed to ADN that entered into force on 1 January 2019. In addition to the transposition of the provisions contained in the Model Regulations (20th revised edition), the 2019 edition of the ADN includes new or revised provisions specific to inland waterways transport such as those related to a new explosion protection concept that introduce a new classification of zones for the vessel and specifies the types of electrical and non-electrical equipment to be used in each zone. It also includes new provisions for degassing of cargo tanks and revised provisions for training of experts. Also, ADN 2019 will no longer allow the use of single-hull tank vessels for the transport of substances hazardous to health or to the environment, thus contributing to increased safety during the transport of these substances.

#### *Transport of Perishable Foodstuffs*

27. In 2018, the Working Party on the Transport of Perishable Foodstuffs (WP.11) adopted a series of amendments to be notified to Contracting Parties for final acceptance. A key milestone was reached with the adoption of provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications. Because they do not damage the atmospheric ozone layer, they are often used as substitutes for ozone-depleting substances. However, F-gases are powerful greenhouse gases, with a global warming effect up to 23 000 times greater than carbon dioxide (CO<sub>2</sub>), and their emissions are rising strongly. It is therefore important to facilitate the replacement of F-gases for new refrigerants to help reduce emissions and combat climate change.

#### *Road Transport*

28. At the request of SC.1 at its 112<sup>th</sup> session, the secretariat organized a special SC.1 session in April 2018 to consider and discuss options to operationalize the Additional Protocol to the Contract for the International Carriage of Goods by Road concerning the Electronic Consignment Note (e-CMR). At the special session, UN/CEFACT technical standards to support the creation and exchange of electronic consignment notes for the international transport of goods by road were also jointly launched by the Sustainable Transport, and Economic Cooperation and Trade, Divisions of UNECE.

29. At the request of SC.1 at its special session, the secretariat prepared a “without prejudice” guidance note on the legal aspects of the e-CMR for the 113<sup>th</sup> session of SC.1 in October 2018. At its 113<sup>th</sup> session, SC.1 affirmed its role as the main platform for multilateral dialogue and exchange of best/emerging practices by contracting parties implementing e-CMR.

#### *Rail Transport*

30. To increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law during 2018 continued to (i) discuss rail issues which would be best addressed through unified railway law, (ii) to test the provisions developed under the unified railway law, as well as (ii) to work on converting the agreed provisions into a legally-binding instrument.

31. In addition, in 2018 the Working Party on Rail Transport organised a Workshop on Rail Security in collaboration with ITF and UIC with participants from around the world and a Workshop on Innovation in the railways attended by more than 70 participants.

#### *Intermodal transport*

32. The Working Party on Intermodal Transport and Logistics set up a Group of Experts in order to update the Code of Practice on the Safe Handling of Combined Transport Units (CTU Code), as soon as the other involved agencies (IMO and ILO) also agree formally to start this work.

#### *Inland Water Transport*

33. The International Ministerial Conference “Connecting by Inland Navigation” was held on 18–19 April 2018 in Wrocław (Poland), organized jointly by UNECE and the Ministry of Maritime Economy and Inland Navigation of Poland, bringing together more than 400 participants from 24 countries from Africa, Asia and Europe, but also from the European Commission, River Commissions, international associations and other key players. On 18 April, the conference adopted the Ministerial Declaration “Inland Navigation in a Global Setting” which established main objectives and actions required for the sector for the years to come.

34. In 2018, the Working Party on Inland Water Transport (SC.3) and its subsidiary bodies:

- adopted Addendum No. 1 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”);
- prepared an updated map of the European Inland Waterway Network in accordance with resolution No. 30, based on recent amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) and the Blue Book, available both as a GIS application and a printable pdf version;
- adopted the European Code for Signs and Signals on Inland Waterways (SIGNI) as SC.3 resolution No. 90;
- adopted the second revision of the European Recreational Inland Navigation Network (resolution No. 52) by SC.3 as its resolution No. 92.

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

#### *Road Safety*

35. In 2018, the Sustainable Transport Division continued working on Road Safety Performance Reviews (RSPR), which aim to identify the most critical road safety gaps and priorities in the countries under review and thus help Governments to strengthen their road safety management capacities and effectively address and improve national road safety performance. In 2018 four RSPRs, in Albania, Dominican Republic, Georgia and Viet Nam, were conducted under the support of the United Nations Development Account (UNDA) and another two, in Cameroon and Uganda, with the support of the United Nations Secretary General’s Special Envoy for Road Safety.

36. Through the application of Safe Future Inland Transport Systems (SafeFITS) – a road safety decision making tool – UNECE continued assisting governments and decision makers to identify the most appropriate road safety policies and measures, by providing information on anticipated outcomes of different road safety scenarios. The full operation phase of the policy tool started in February 2018 and SafeFITS is available to the public at:



<https://unecetrans.shinyapps.io/safefits/> . To test the SafeFITS model and web-based tool, two pilot projects were organized in Albania and Georgia in the first half 2018.

*Promoting Euro-Asian connectivity: Completion of Phase III of EATL*

37. Since its start in 2002, the Euro-Asian Transport Links (EATL) Project helped lay the foundation for an operational Euro-Asian transport network. The identification of 9 rail and road routes, the prioritization of infrastructure investment projects, the development of a Geographical Information System (GIS) database, the analysis of non-physical obstacles to transport, the comparison study between maritime and inland transport as well as efforts to operationalise the corridors by preparing common time schedules and tariffs have all made tangible contributions. To mark the conclusion of its latest phase, Phase III, an international conference was held in the framework of WP.5 entitled “Making Euro-Asian Transport Corridors Operational” (Geneva, 3 September 2018). Among several recommendations for future work, the conference highlighted the need to develop corridor-specific public-private sector coordination platforms, work plans and key performance. The report of phase III was officially launched on 19 February 2019 by Ms Olga Algayerova, Executive Secretary of UNECE, at the opening of the 81<sup>st</sup> plenary session of the Inland Transport Committee.

38. A publication discussing innovative ways for financing infrastructure was also issued.

*Transport Statistics*

39. The Sustainable Transport Division continued its activities in assisting member States to monitor progress towards the transport-related Sustainable Development Goals over the course of 2018. In particular, the secretariat took an active role in the monitoring of indicator 9.1.2 on passenger and freight volumes, by improving data production guidance, and promoting the use of official statistics for monitoring this indicator. The Working Party on transport Statistics also approved a draft version of the fifth edition of the Glossary for Transport Statistics, published jointly with Eurostat and the ITF. Finally, 2018 also saw the publication in three languages of Inland Transport Statistics for Europe and North America.

*Intelligent Transport Systems*

40. In implementation of both the UNECE ITS roadmap and the decisions of the ITC at its 80<sup>th</sup> session, close cooperation between WP.1 and WP.29 was established and resulted in a high-profile side-event in the margins of the 81<sup>st</sup> session of the ITC ([ECE/TRANS/288/Add.1](#), Annex III). ITS elements were included in the work of the different intergovernmental bodies under the purview of the ITC, in acknowledgment of its horizontal nature.

## **II. Major issues and activities planned for 2019 and beyond**

41. Going forward, during 2019 and beyond, the highest priority for the Committee is the implementation of the ITC Strategy until 2030. With the adoption of the strategy and the change of its Terms of Reference, the Committee has been opened to all UN Member States that are Contracting Parties to the legal instruments under its purview. Following these important decisions, the Committee’s membership pool increased from 56 to 147 members, an increase of 163 per cent.

42. With this decision, the Committee’s work is more accessible and becomes more attractive, especially for those countries who stand to benefit most from the adoption of its legal instruments. At the same time, this increases the need for a better match between the legal instruments and the needs of a more diverse membership base; and of course supporting their implementation.

43. It follows that translating into action the role of the Committee as the UN platform for inland transport will necessitate re-thinking of the way it works, in order to promote sustainable inland transport and mobility, that is adequately suited to support the implementation of the 2030 agenda and the SDG targets.

44. The first step in this transformation will be the modification of the organization of the Committee's annual session and the potential adoption of its Rules of Procedure, both planned for the eighty-second session of the ITC in 2020.

45. Below is a selection of additional issues and planned activities for the upcoming year that can be of interest to EXCOM.

#### **A. SPECA**

46. To support sub-regional cooperation in development of sustainable transport system and better regional connectivity, UNECE, in cooperation with ESCAP, will organize two events under auspices of the Special Programme for the Economies of Central Asia (SPECA). The SPECA Working Group on Sustainable Transport, Transit and Connectivity (WG-STTC) will focus on assistance to the member States in achieving transport-related SDG's and better regional transport connectivity. Back-to-back with WG-STTC (Ashgabat, November 2019), the SPECA Economic Forum will gather national representatives and international organizations to streamline regional cooperation for transport connectivity and trade facilitation.

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

47. In 2019, UNECE intergovernmental bodies dealing with inland transport of dangerous goods will consider the ECOSOC recommendations on the transport of dangerous goods adopted by the ECOSOC Committee of Experts and will work on the updating of the 2019 editions of ADR and ADN to take account of these recommendations, for implementation and entry into force as from 1 January 2021.

48. In addition, following increasing interest from countries outside the UNECE region to accede to ADR, a Conference of the Parties to ADR has been convened at the request of the Government of Portugal, to consider a proposal to align the title of the Agreement with the provisions of its article 6 by removing the word "European" from the title. This would facilitate accession of countries for which the word "European" may constitute an obstacle.

49. The ECOSOC bodies serviced by the UNECE secretariat will continue to work on provisions for worldwide implementation addressing transport of dangerous goods by all modes and harmonized classification and labelling of chemicals. The main areas in the programme of work of these bodies cover: transport of explosives and related matters, listing, classification and packing of dangerous goods, provisions for electric storage systems (including hazard-classification, testing and transport provisions for new, damaged or defective lithium batteries and sodium-ion batteries); transport of gases (including global recognition of United Nations and non-United Nations pressure receptacles); transport of radioactive material (in cooperation with IAEA) and other miscellaneous issues (e.g. e-documentation, marking, labelling, packaging, use of fibre-reinforced plastics portable tanks); amendments to the classification criteria to further facilitate the use of data from non-animal testing methods for classification of health hazards and various classification and labelling issues to address the needs of sectors other than transport (e.g. workplace safety; supply and use related matters).

50. As regards transport of perishable foodstuffs, WP.11 will continue to work to keep ATP up to date and in sync with economic, technological and political developments and challenges and to facilitate increased harmonization on the implementation of the agreement. This would include, for instance, discussions on a common understanding and possible

further extension of the scope of the agreement, on further adaption of ATP standards and requirements to the climatic and technical conditions encountered during the carriage of perishable foodstuffs in different climatic zones, on the development of a single database of ATP model certificates to help reduce forgery, misuse and to simplify the procedure for issuing new ATP certificates in the case of transfer of special equipment to another State, and on ways to harmonize procedures for enforcement, checks and penalties across countries.

### **C. Transport Statistics**

51. WP.6 will work in 2019 on improving data availability for Sustainable Development Goal indicator 11.2.1 by organising a workshop on urban public transport statistics. The Working Party session will also look at ways of increasing cross-modal comparability of passenger and freight data, which will sharpen measurement of Sustainable Development Goal indicator 9.1.2. Publication of the fifth edition of the Glossary for Transport Statistics can be expected by the end of the year, in addition to the Statistics of Road Traffic Accidents in Europe and North America publication.

### **D. Rail transport**

52. 2019 will see a further development of rail activities with a Workshop focused on the development of railfreight across the region. An updated, consolidated version of the AGC will also be prepared for the Working Party session. In addition, work will continue on key ongoing activities such as security, safety, infrastructure performance and productivity. In addition, Phase II of the Trans European Railway High Speed Masterplan is due to be completed before the end of the year.

53. The Group of Experts towards Unified Railway Law will prepare its report on the execution of the 2018-2019 mandate. This report should contain specific recommendations for making unified railway law a reality to the benefit of the railway sector.

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

54. In 2019, SC.3 and its subsidiary bodies will follow up the decisions taken at the International conference in Wroclaw, in particular, monitor the implementation of the decisions of the Ministerial Declaration and ITC resolution No. 265, and will start working on the revision of the White Paper on efficient and sustainable inland water transport in Europe. The focus will be on automation in inland navigation and smart shipping and the revision of resolutions relevant to River Information Services based on the revised international standards (resolutions No. 48 and 80). The workshops planned for 2019 will be dedicated to education standards and professional requirements in inland navigation, the realization of a modern fleet, navigation safety and fostering innovations and integration of inland water transport in multimodal transport and logistics chains. In addition, work will continue on key topics such as the European Code for Inland waterways, harmonization of technical prescriptions to vessels, prevention of pollution and other issues.

### **F. Climate change**

55. The Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes will finalise its report: (i) discussing ways for identification of possible sensitive section of infrastructures networks and nodes to impacts of climate changes, (ii) providing good practice from countries in carrying out impact analysis and sensitivity or vulnerability assessment of climate change on transport infrastructure and in understanding socio-economic impacts, and (iii) offering conclusions and recommending way forward for effective climate adaptation work in the area of transport infrastructure.

## G. Road Safety

56. In 2019, the Global Forum for Road Traffic Safety (WP.1) will continue focusing on automated driving issues such as possible amendments to the 1968 Convention on Road Traffic, the concept of activities other than driving, and situations when a driver operates a vehicle from the outside of the vehicle.

## H. Border Crossing Facilitation

57. Further to the finalization of the proposals to introduce computerization of the TIR procedure (eTIR) into the legal text of the TIR Convention, 1975 (Annex 11) by the Working Party on Customs Questions affecting Transport (WP.30, the main challenge for the TIR Administrative Committee (AC.2) for 2019 is to reach agreement on a compromise text, which meets the requirements of all TIR contracting parties, leading up to the adoption and, ultimately, acceptance of the amendment proposals.

58. Since 4 April 2019, the Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail is open for signature at the United Nations Headquarters in New York by all States and regional economic integration organizations. Focus is now on the promotion of this latest legal instrument in the field of rail transport, so as to facilitate its entry into force once five states have deposited their instruments of ratification, acceptance, approval or accession.

## I. Harmonization of Vehicle Regulations

59. Top priorities for the work of the World Forum for Harmonization of Vehicle Regulations lie in the field of automated vehicles paving the way for a regulatory framework supporting the introduction of these emerging technologies towards future autonomous vehicles and in environmental protection and climate change

### *I.1. Further development and implementation of the three Vehicle Agreements*

1.1. **1958 Agreement:** Following the adoption and entry into force of Revision 3 of the 1958 Agreement on 14 September 2017, the requirements for International Whole Vehicle Type Approval (IWVTA) are to be further developed within UN Regulation No. 0. and DETA to be established and hosted at UNECE.

1.2. **1997 Agreement:** the proposal to amend the agreement on elements related to the performance and quality of periodic technical inspections is in the notification process by OLA. Access to information necessary for performance of periodic technical inspection of modern vehicles needs to be addressed.

1.3. **1998 Agreement:** Following the establishment of Special resolution S.R.3, the implementation of the agreement will be followed with a more strategic approach by identifying key elements that define elements the work will focus on.

### *I.2. Horizontal activities*

2.1. Performance requirements outside test conditions and whole life compliance are elements to be considered in all areas of work both in WP.29 and in all subsidiary Working Parties.

### *I.3. Main topics of the Subsidiary Bodies*

3.1. Working Party on Noise and Tyres (GRBP): following the conversion of the Working Party on Brakes and Running Gear (GRRF) into Working Party on Automated/Autonomous and Connected Vehicles (GRVA) the work on tyres from 2019 onwards is assumed by GRBP, whose main topics are the work on a UN GTR for Quiet Road Transport Vehicles (QRTV), sound measurement uncertainties as well as wet grip for tyres in a worn state.

3.2. Working Party on Lighting and Light-Signalling (GRE) is continuing the work on simplification of the lighting regulations following the establishment of the Resolution R.E.5 on the common specification of light source categories. Once the first stage of simplification is finalized, in the second stage GRE will focus on introducing technology neutral requirements, also taking into account work to avoid glare and to ensure good visibility for dipped beam headlamps.

3.3. Working Party on Pollution and Energy (GRPE) main area of work is related to the transformation of World Light Duty vehicle Test Procedure (WLTP) into a new UN Regulation and further harmonization of emission and energy consumption test procedures including a new UN GTR on Global Real Driving Emissions (GRDE), and also covers alternative powertrains/fuels and development of requirements for real world vehicle performance towards sustainable transport systems.

3.4. GRVA is establishing further elements for the UN vehicle regulatory framework towards automated driving.

3.4. GRVA's main topic is to deliver technical provisions for the safety performance assessment of automated and connected vehicles. GRVA is continuing to work on amendments to UN Regulation No. 79 (steering equipment) for this purpose but is also continuing the work initiated by the Informal Working Group on Intelligent Transport Systems / Automated Driving started before its inception. Beside this, GRVA is working on Cyber Security provisions and software updates (including Over-the-Air Software updates). GRVA is drafting technical provisions which are suitable for use under both the 1958 and the 1998 Agreement. GRVA continues the work of the former GRRF on Advanced Driver Assistance Systems (ADAS) and active safety and provisions mostly related to vehicle dynamics.

3.5. Working Party on General safety Provisions (GRSG) established a new UN Regulation on Advanced Driver Assistant Systems for Blind Spot Detection to early warn drivers of not automated vehicles and deals with mechanic coupling devices, a former activity of GRRF. Future work will address the thematic of Event Data Recorder (EDR) with a new UN GTR.

3.6. Working Party on Passive Safety (GRSP) focuses its work on a UN GTR for electric vehicle safety as well as on hydrogen vehicles, protection of vulnerable road users (e.g. UN GTR /UN Regulation on pedestrian protection, motorcycle helmets and child restraint systems).

## **J. Intermodal transport**

60. UNECE will be working closely with ILO and IMO to ensure the approval of the terms of reference of the Group of Experts on CTU Code by them, following which the review work on the CTU Code will start.

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

61. The mandates of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs, the Group of Experts on Road Signs and Signals and the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) are to be renewed as contained in document ECE/TRANS/288.

#### **IV. Follow-up to the 2019 session of the Economic Commission for Europe**

62. The Committee at its eighty-first session (19–22 February 2019) adopted the strategy and the Committee’s revised terms of reference, as contained in Annex I of ECE/TRANS/2019/R.1 (restricted) and as reflected in Annex I of [ECE/TRANS/288/Add.2](#).

63. The Economic Commission for Europe endorsed at its sixty eighth session the Committee’s revised terms of reference.

64. No further follow-up to the 2019 session of the Commission is envisaged at this stage.

#### **V. Intersectoral Activities: new Activities and/or Progress in Existing Ones**

65. Following the creation of the UNECE Nexuses, ITC and its working parties are involved in all of the activities spanning all the nexuses. In particular, work has been focused on the nexus on “Sustainable mobility and smart connectivity”. Further division representatives have also been contributing to the nexuses on “Smart and sustainable cities for all ages”, Sustainable use of natural resources” and “Measuring and monitoring SDGs” smart cities, natural resources and monitoring. The activities in these nexuses will see a significant increase in 2019 to better define where synergies can be obtained within UNECE.

65. The fifth High-level Meeting on Transport, Health and Environment (5HLM) will be held in Vienna in 2019 (22-24 October 2019). High-level meetings at the ministerial level are convened every five years and are the governing body of the Transport, Health and Environment Pan-European Programme (THE PEP), that administered jointly by the Regional Office for Europe of the World Health Organization (WHO-Europe), and the Environment and Sustainable Transport Divisions of UNECE. Building on the Paris Declaration adopted at the 4HLM in 2014, the 5HLM will define THE PEP vision for the next 5 years including priority goals for action, adequate implementation mechanisms, THE PEP institutional framework and procedures to share responsibilities as well as financial and in-kind support for THE PEP. The 5HLM will also adopt a number of studies and projects aimed at making transport cleaner and greener. These include a Masterplan on cycling promotion aimed at providing an integrated European approach to promoting cycling, a study on helping member States integrate transport and land use policies, a guide to help drivers drive more fuel efficiently and an identification of the green and healthy jobs that can be created in transport.

67. The 5HLM will be complemented by the so-called Vienna Declaration aimed at highlighting the future for THE PEP accompanied by the preparation of an updated workplan for the next five years as the operational tool to put the declaration into practice and to facilitate implementation of THE PEP Priority Goals through the following mechanisms: National Transport, Health and Environment Action Plans (NTHEAPs), THE PEP Relay Race (staffette), THE PEP Partnerships and THE PEP Academy.

#### **VI. Technical Cooperation Activities**

68. In 2018, 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-related topics, co-organized workshops, continued with implementation

of capacity-building projects and sub-regional infrastructure developments projects (TEM and TER).

69. Two important road safety projects (SafeFITS and Road Safety Performance Review) were finalized, bringing to member States the tools for evidence-based decision making in road safety. The SPECA Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) meeting (Astana, August 2018) strengthen the capacity of SPECA countries on sustainable transport, regional connectivity, road safety and better integration of landlocked developing countries. Under auspices of TEM and TER projects three thematic reports were produced (TEM - TEM Network Report 2018, Business models for road sub-sector and TEM road and motorway maintenance standards) alongside with two thematic workshops.

70. For a comprehensive presentation of the subprogramme's broader capacity building and technical assistance work, see the 2018 annual report of the Inland Transport Committee ([ECE/TRANS/2019/21/Rev.1](#)).

## VII. Cooperation with Other Organizations

71. The collaboration between UNECE and the United Nations Secretary-General's Special Envoy has created an important 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 the United Nations Development Programme (UNDP). UNECE provides the secretariat for the Special Envoy.

72. 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), International Civil Aviation Organization (ICAO), International Atomic Energy Agency (IAEA), International Maritime Organization (IMO), International Labour Organization (ILO), International Union of Railways (UIC), International Road Transport Union (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), Intergovernmental Organization for International Carriage by Rail (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), United Nations Institute for Training and Research (UNITAR). The Division contributes to the Sustainable Mobility for All (SuM4All) initiative, pursued by the World Bank and a number of key partners, as a coleader of the efficiency and road safety working groups that support the development of the Global Roadmap of Action (GRA), and as a member of the Steering Committee of the initiative.