



TRANSPORT

Fostering sustainable transport development

During 2010, the Transport Division continued to service six Administrative Committees which govern a number of UNECE legal instruments. The work associated with further development and promotion of a pan-European inland transport regulatory framework was aimed at facilitating the international movement of persons and goods. Further improvement of the road traffic safety in the UNECE region continued to be one of the top agenda items of the division. Furthermore, development of clean vehicles' technologies and more energy efficient vehicles, intelligent transport systems and transport security were in focus as they were perceived to be important contributors to sustainable transport development.

The work in the past year concentrated mainly on facilitating negotiations and managing international agreements, conventions, norms and standards, with the objective of further promoting their implementation and, through this, strengthening subregional cooperation. Through its programmes and capacity building activities, promotion of transport methodologies and collection of relevant statistics, the Transport Division continued to contribute to further developing safer, more secure and efficient transport operations, safer and less polluting vehicles, as well as simplified border crossing procedures. The Transport Division, interacting with other international bodies, governments, private sector and civil society, made further efforts to jointly address horizontal and cross-sectoral issues such as climate change, health and environment.

Further improvement of road safety in the region continued to be high on the agenda



In 2010, ten new Contracting Parties adhered to the UNECE international transport agreements and conventions, one of which was not a member State of UNECE. This may be attributed to further efforts to promote implementation of the regulatory framework through a growing number of capacity building and advisory activities which were carried out in collaboration with member Governments and which involved a large number of experts from both the public and private sectors.

Major achievements in 2010

Euro Asian Transport Links

UNECE continued to work closely with Governments of the Euro-Asian region to develop Euro-Asian Transport Links (EATL). The EATL Expert Group, created in 2008, assists in developing efficient, safe and secure Euro-Asian connections that could provide additional inland transport options for trade flows between Europe and Asia. In 2010, the EATL Expert Group held two sessions and organized two technical field visits to the International Intermodal Logistics Centre and Free Industrial Economic Zone at Navoi in Uzbekistan and the port of Turkmenbashi in Turkmenistan. The Navoi Centre is strategically positioned between China and Europe and is competing to become an important Central Asia transit hub, while the port of Turkmenbashi is one of the key locations linking Central Asia and the Caucasus.

*More than 110
amendments to
vehicle regulations
were adopted in 2010*

Throughout 2010, the Expert Group continued to elaborate studies concerning key Euro-Asian transport issues related to EATL Strengths - Weaknesses - Opportunities – Threats. Experts and consultants were also engaged in identifying infrastructure road, rail and inland waterway routes; in prioritizing infrastructure investment; in estimating transport volumes along the EATL routes; in studying the economic viability of maritime and inland transport options between Asia and Europe; in describing and analysing non-physical obstacles to international transport and in developing a geographic information system (GIS) internet application to present the collected transport data. Upon the completion of these studies, a unique EATL research database will be produced containing internationally agreed EATL routes, a list of priority infrastructure investments, data on obstacles to transport and the GIS internet application to display this database. In addition, the work of the EATL Expert Groupe made it possible to develop and pursue a “North–South demonstration block train proposal (Mumbai-Bandar Abbas-St. Petersburg)” which will aim at promoting regular and commercially viable inter-modal transport operations along that route.

Harmonization of vehicle regulations

During 2010, the World Forum for Harmonization of Vehicle Regulations (WP.29) adopted new regulations aimed at improving vehicles' safety and their environmental performance and continued to update the existing regulations. More than 110 amendments were adopted in 2010, bringing the existing vehicle regulations to the adequate level of technical progress and introducing more severe limits. Among them, provisions to prevent fire risks on buses and coaches, the introduction of new provisions for the rolling resistance of tyres which could reduce CO₂ emissions by 5 per cent, and lower noise limit values for tyres were introduced. Furthermore, the World Forum agreed to globally harmonize the test procedures for measuring the emissions of heavy duty vehicles and to insert in the existing regulations the new Euro 5/6 emission requirements reducing further the emissions of gaseous pollutants and particulates for passenger cars and light duty vehicles that entered into force in December 2010.



In 2010, the World Forum updated several Regulations annexed to the 1958 Agreement to protect passengers against electric shocks not only in normal service but also in the case of frontal and lateral impacts. These updated Regulations have been considered as the first international regulations on safety for hybrid and electric vehicles. These landmark provisions will facilitate the early introduction of safe and clean electric vehicles worldwide. According to the programme of work of the World Forum, this set of requirements will be followed by new Regulations and other improvements on existing ones to be completed by the end of 2011 with regard to hydrogen and fuel cells technologies.

Moreover, new provisions for safer child-restraint systems, such as the protection against lateral impacts, are expected to be completed in mid 2011. In addition, the World Forum is considering the possibility of incorporating into its programme of work the development of a global technical regulation on motorcycle helmets that would take into account both safety and comfort in order to encourage a broader use of helmets.

The World Forum continued to develop its policy segment brief on key issues such as the possible strategies for climate change mitigation and especially the reduction of CO₂ emissions. In this respect, the World Forum organized a round table on Climate Change and Transport to identify potential scenarios and most needed actions and measures to which it could contribute in its future work. The following ongoing activities of the World Forum were identified to reduce CO₂ emissions: Worldwide harmonized Light vehicles emissions Test Procedure, Mobile Air Conditioner Test Procedure, Heavy Duty Hybrids, Hydrogen and Fuel Cell Vehicles, Electric Vehicles Safety, Market Fuel Quality and Environmentally Friendly Vehicles.

*UNECE will publish
its road map for
promoting Intelligent
Transport Systems
in 2011*



The round table listed short-term actions for all stakeholders involved in inland transport: (a) improved energy efficiency of all inland transport modes; (b) broader use of sustainable biofuels and hydrogen as well as sustainable generation of electricity; (c) better traffic flow and transport infrastructure, including intermodal transport, to avoid congestion; (d) broader information campaign and in-depth education for consumers on measures to reduce CO₂ emissions. The round table also listed the measures to be taken by the different stakeholders, i.e. intergovernmental and international organizations, Governments, road users, operators and consumer associations, automotive manufacturers and their suppliers, research and development, and finally mass media. The conclusions and recommendations of the round table will be formally approved in March 2011.

Further improvements in the safety and environmental performance of transport in general and of vehicles in particular could be fostered if Intelligent Transport Systems (ITS) applications are further streamlined. To this end, the Transport Division finalized – in cooperation with the Italian government and a partner from the private sector – its strategy package on ITS including a background document and strategic note that were made available for a web-based public consultation launched in late 2010. As an outcome of this consultation, UNECE will publish its road map for promoting ITS in 2011 laying down concrete actions to be carried out within its global mandate to facilitate the movement of persons and goods by inland transport modes.

In this context, UNECE hosted a side event on the future deployment of ITS at the annual session of the International Transport Forum (ITF) in Leipzig, in May 2010, which focused on “Transport and Innovation”. The side event was a great success, particularly because it raised concrete questions and tackled issues with the intention of promoting the dialogue among key stakeholders and facilitating an early solution to current obstacles.

Crash-avoidance systems were implemented in the regulatory framework of WP.29 in 2010, while others, such as those designed to reduce glare caused by main beam, Automatic Emergency Braking and Lane Departure Warning Systems are expected to be incorporated in the vehicle regulations by the end of 2011.

Transport of dangerous goods

The secretariat published revised editions of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2011) and European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2011) for application as from 1 January 2011.

These publications incorporate the amendments adopted by the Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the Intergovernmental Organization for International Carriage by Rail (WP.15/AC.1) and with the Central Commission for the Navigation of the Rhine (WP.15/AC.2) and deemed accepted by parties on 10 October 2010, for entry into force on 1 January 2011.

The accession of Turkey to the ADR raised the number of its Contracting Parties to 46 while the ADN counts 14 Contracting Parties following accession of Poland and Ukraine and ratification by Slovakia.

Also, as part of the secretariat services provided to ECOSOC bodies, the secretariat prepared amendments to the sixteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations; the fifth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and the third revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), to be considered by the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification of Labelling of Chemicals at its fifth session (10 December 2010).



Regarding the implementation of the legal instruments and recommendations related to the transport of dangerous goods prepared by the UNECE secretariat, and pursuant to ECOSOC resolution 2009/19, the provisions of the sixteenth revised edition of the United Nations Model Regulations were incorporated, inter alia, into the following international instruments for application as from 1 January 2011:

- The International Maritime Dangerous Goods Code prepared by the International Maritime Organization (mandatory for the 159 contracting parties to the International Convention for the Safety of Life at Sea).
- 2011-2012 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air, prepared by the International Civil Aviation Organization (mandatory for the 190 contracting parties to the Convention on Civil Aviation).
- The 2011 edition of the Dangerous Goods Regulations prepared by the International Air Transport Association.
- The Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) prepared by the Intergovernmental Organization for International Carriage by Rail (mandatory for the 43 contracting parties to the Convention concerning the International Carriage by Rail).
- ADR: 46 Contracting Parties.
- ADN: 14 Contracting Parties.

The accession of Turkey to the ADR raised the number of its Contracting Parties to 46

In the European Union, the provisions of the 2011 edition of ADR, RID and ADN were implemented for domestic traffic through Commission Directive 2010/6/EC of 2 September 2010 adapting for the first time the Annexes to Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress.



As regards the classification and labelling of chemicals, some of the major achievements in relation to the implementation of the Globally Harmonized of Classification and Labelling of Chemicals (developed by an ECOSOC subsidiary body to which the UNECE secretariat provides secretariat services), were:

- The publication by the Department of Labor of the Occupational Safety and Health Administration of the United States of America, of a proposed rule to modify its existing hazard communication standard in accordance with the provisions of the third revised edition of the GHS.
- The updating, adoption, revision or development of national legislation or standards based on the GHS in countries such as: Australia, Brazil, China, Japan, Malaysia, New Zealand, Republic of Korea, Serbia, Singapore, South Africa, Switzerland, Russian Federation and Vietnam.
- The publication of Commission Regulation (EC) 790/2009, amending the European Regulation implementing the GHS in all countries member of the EU and the European Economic Area, for the purposes of its adaptation to technical and scientific progress (i.e. to align its provisions with those of the second revised edition of the GHS).



In the area of the transport of perishable foodstuffs, the secretariat published a new consolidated version of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP), containing a revised Annex 1, which will enter into force on 2 January 2011.



Road traffic safety

In 2010, UNECE celebrated the sixtieth anniversary of road safety activities through the organization of a joint meeting of the Working Party on Road Traffic Safety (WP.1) and the Working Party of Road Transport (SC.1), held in Geneva, on 29 September 2010. The coming seventh decade 2011-2020, coincides with the Decade of Action for Road Safety proclaimed by General Assembly Resolution 64/255 in March 2010, with the goal of reducing the level of road fatalities around the world by increasing activities at the national, regional and global levels. The resolution recognized the work of the United Nations regional commissions in increasing their road safety activities and welcomed the conclusions and recommendations of their project "Improving road safety: setting regional and national road traffic casualty reduction targets". It also invited the regional commissions and the main road safety stakeholders to prepare the Plan of Action.



UNECE pioneered road safety activities in the United Nations system with the establishment of an Ad Hoc Working Group on the prevention of road accidents in 1950. In 1988, WP.1, an intergovernmental body, was established. Today, UNECE's WP.1 is the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. The Conventions on Road Traffic and on Roads Signs and Signals of 1968, and other UNECE legal instruments addressing the main factors of road crashes i.e. road user behaviour, the vehicle and the infrastructure, are real contributors to improved road safety. Many countries around the world have become Contracting Parties to them and benefit from their implementation. These Contracting Parties are also the key driving forces to keeping these international road safety conventions up-to-date. UNECE also supports the development and promotion of best road safety practices and the organization of road safety weeks and other awareness raising events.

Following a successful partnership with the International Basketball Federation (FIBA) and FIBA Europe reflected in the "EuroBasket 2009 Declaration for Road Safety", UNECE and FIBA launched a new road safety information campaign in 2010 to coincide with the Basketball World Championship held in Turkey. The campaign's motto "We play and drive by the rules" was developed to inform people around the world – especially the young people who are basketball fans or play basketball themselves – to encourage respect for the rules, on the road as well as on the court. This campaign was organized with the support of the Turkish Basketball Federation, the Spanish Basketball Federation and the Turkish National Police.

In November 2010, UNECE and the Black Sea Economic Cooperation (BSEC) co-organized under the Greek Chairmanship-in-office of BSEC and the auspices of the Hellenic Ministry of Infrastructure, Transport and Networks, the "Conference on Improving Road Safety in the BSEC Region". The Conference, held in Ioannina, Greece, provided an effective platform for experts to discuss measures for improving road safety and for sharing best practices. The Conference participants endorsed the "Ioannina Declaration", reaffirming

UNECE partnered with FIBA to launch the "We play and drive by the rules" road safety information campaign to coincide with the 2010 Basketball World Championship



the importance of addressing the road safety issue as a matter of urgency, at national and regional levels and inviting the BSEC countries to set national casualty reduction targets for the Decade and the BSEC bodies to consider setting a regional casualty reduction target of halving the overall number of road deaths in the region by 2020 (compared with 2010), and setting appropriate implementation monitoring mechanisms. At its twenty-third meeting, on 26 November 2010, the Council of Ministers of Foreign Affairs of the BSEC Member States commended the organizers of the conference for this initiative and recommended the relevant BSEC Working Groups to consider the conference conclusions.

In 2010, modernized versions of the consolidated resolutions on road traffic (R.E.1) and on road signs and signals (R.E.2) were published.

Road Transport

The issue of driving and rest periods of professional drivers is a key aspect of road safety but also of social welfare and fair competition. This is regulated by the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) which stipulates the use of the digital tachograph device to monitor the driving and rest periods of professional drivers. Under the AETR and relevant EU Regulations, the device became mandatory for EU member States in June 2006 and to non EU-AETR Contracting Parties on 16 June 2010 (following a four-year transition period). In spite of efforts made and measured progress achieved towards implementing the digital tachograph, some of the non-EU Contracting Parties appeared not to be ready to meet the 16 June deadline. The secretariat therefore convened an extraordinary session of UNECE's Working Party on Road Transport (SC.1) in April 2010 to seek practical solutions. The Contracting Parties

reached an agreement for a package of measures and the six-month tolerance period ending on 31 December 2010. This "tolerance package" defines the conditions to be adhered to by the drivers of vehicles registered in countries that failed to observe the deadline in order to be allowed to enter the territory of complying States until the end of the year without being subject to fines or denial of entry.

Important amendments to the European Agreement on Main International Traffic Arteries (AGR) were approved in 2010: the Contracting Parties will soon endeavour to establish and implement procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections for the roads of the international E-road network. The Working Party started negotiations of a new, promising proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS).

UNECE finalized a White Paper on Efficient and Sustainable Inland Water Transport in Europe



Rail Transport

The Working Party on Rail Transport has prepared a road map and strategy towards unification of railway law in the pan-European region and along Euro-Asian transport corridors with the objective of allowing direct carriage of cargo by rail under a single regime from the Atlantic to the Pacific. All other transport modes (road, inland water, sea and air) have operated already for many years under such standard rules. This new railway strategy of UNECE foresees a gradual step-by-step approach starting with the preparation of a Memorandum of Understanding that provides the necessary Governmental framework and support for the application of general terms and conditions for Euro-Asian rail transport contracts prepared in parallel by the industry.



Inland Water Transport

The Working Party on Inland Water Transport has finalized the UNECE White Paper on Efficient and Sustainable Inland Water Transport in Europe. The White Paper provides a pan-European vision on the future development of inland navigation in the UNECE region, 15 years after the issuance of the first UNECE White Paper on this subject.

The White Paper analyses the development of the inland waterway network under the framework of the European Agreement on Main Inland Waterways of International Importance (AGN) and describes the current institutional and regulatory setting for inland navigation in the region. Based on this assessment, the paper identifies six key areas for pan-European cooperation to promote the use of inland water transport and puts forward policy recommendations.

Inland Transport Security

Inland transport is the weakest link in global supply chains and, compared to other modes of transport, inland transport security does not receive adequate attention. Following the Inland Transport Security endorsement of recommendations made by the UNECE Multidisciplinary Inland Transport Security Expert Group on how to enhance inland transport security in the UNECE region, the secretariat prepared a two-day "Inland Transport Security Discussion Forum" in January 2010, in partnership with the Service Public Fédéral Mobilité et Transports of Belgium, the International Road Transport Union, the International Union of Railways and the Transported Asset Protection Association.

The security challenges facing inland transport range from terrorism, smuggling and trafficking to organized crime, petty theft and vandalism. To combat these problems, participants highlighted the need for freight security standards, driver training on security matters, government legislation and cooperation and the sharing of best practices across borders. The two-day meeting brought together about 100 representatives of Governments, international organizations and the private sector to raise awareness on the issues, share experiences and discuss risk assessment and cost-benefit challenges.

Trans-European Motorways and Trans-European Railways projects

Revision of the original Trans-European Motorways (TEM)/Trans-European Railways (TER) Master Plan which was published in 2005 was initiated in 2008. Member countries involved in both projects, supported by the Project Manager, consultants and the secretariat, completed the revision process by the end of 2010. This was a remarkable achievement considering the fact that the revision has been extended from 21 countries in 2005 to 25 countries in 2008. This reflects, inter alia, the increased interest and awareness of UNECE member countries for the implementation of the TEM and TER Master Plan. The revised Master Plan will be completed and published by the end of February 2011 and will be submitted to the session of the Inland Transport Committee for consideration.

Financing aspects of new projects identified through the elaboration of the revised Master Plan were considered to be of a particular importance not only to the involved countries but also to all other UNECE member countries, in particular those in Central Asia. This consideration prompted the secretariat to organize a conference on financing development of road and rail transport infrastructures in Vienna on 17 November 2010. More than 90 participants from most UNECE member countries, including policymakers, international financial institutions, academia and road and rail sectors and experts, discussed solutions for financing of road and rail transport infrastructure in the period characterized by the widespread financial crisis. The conference was supported by the OSCE/Office of the Coordinator of OSCE Economic and Environmental Activities, Federal Ministry for European and International Affairs, the Ministry of Transport of Austria.



The Islamic Republic of Iran acceded to the International Convention on the Harmonization of Frontier Controls of Goods, 1982, bringing the number of Contracting Parties to 55

Transport, health and environment

The Steering Committee of the Pan-European Programme on Transport, Health and Environment (THE PEP) organized on 8 December 2010, as part of a new initiative to further engage the three sectors, a symposium on "Green and Health-friendly Investments and Jobs in Transport" in line with priority goal No. 1 of the Amsterdam Declaration adopted by the Third High-level Meeting on Transport, Health and Environment (January 2009).

In 2010 two capacity building workshops were organized under THE PEP, jointly serviced by the UNECE Transport and Environment Divisions and by World Health Organization (WHO)/Europe. One workshop "Working together to make things happen" was held in Skopje on 7-8 June 2010 focusing on integrated policy approaches to sustainable urban transport. Another workshop was held in Batumi (Georgia) (30 September - 1 October 2010) under the topic "Safe and healthy walking and cycling in urban areas". Both workshops were supported by renowned experts from Austria, Belgium, Czech Republic, France, Germany, Latvia, Netherlands and WHO.

Transport Trends and Economics

In 2010, UNECE published a report on hinterland connections of seaports, based on the work of an expert group of the Working Party on Transport Trends and Economics. The report provides member States with a number of topical recommendations with the aim of improving the availability of data and enhancing the performance of hinterland connections of seaports.



In 2010, UNECE organized, in cooperation with the United Nations Conference on Trade and Development (UNCTAD), a successful Workshop on Climate Change Impacts on International Transport Networks. The high quality of expert contributions was appreciated by a number of government representatives of the UNECE and UNCTAD member States.

Border crossing facilitation and the TIR Convention

The accession of the Islamic Republic of Iran to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention) brought the number of Contracting Parties to 55. The secretariat has continued its efforts to monitor the implementation of the Convention and conducted a survey of Contracting Parties with regard to the application at the national level of the new Annex 8 on road transport. This Annex covers a wide range of measures to facilitate road transport operations, including facilitation of visa procedures for professional drivers, standardized weighing operations and vehicle weight certificate, minimum infrastructure requirements for efficient border crossing points and provisions to monitor the border crossing performance.

*The revised
Trans-European
Motorways (TEM)/
Trans-European
Railways (TER)
Master Plan will be
published in early 2011*

The Administrative Committee of the Harmonization Convention (WP.30/AC.3), at its session on 27 May 2010, adopted the amendment proposal with regard to the introduction of a new Annex 9 on rail border crossing to the Harmonization Convention. On 31 August 2010, the Secretary-General of the United Nations, acting in his capacity as depositary, issued a Depositary Notification to inform the Contracting Parties of the adoption of the new Annex 9. It will enter into force on 30 November 2011 unless objections are transmitted by Contracting Parties to the Secretary-General before 31 August 2011.

The secretariat has prepared an additional protocol to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952, with the aim of introducing in the Convention a standard amendment clause which, if signed by all Contracting Parties to the Convention, would allow further amendments in order to bring the Convention in line with modern requirements.

The Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) has made further progress in the technical aspects of the computerization of the TIR procedure (eTIR project), including the finalization of Chapter 3 of the eTIR Reference Model, preliminary work on Chapter 4 and the establishment of a network of eTIR focal points and of an eTIR website to ensure a broader participation of Contracting Parties in the eTIR project. WP.30 and GE.1 have also started consideration of the financial implications and legal implications of eTIR.



Concerning the TIR Convention, the Working Party has finalized an extensive package of amendment proposals which has been brought for adoption to the TIR Administrative Committee. These amendments would clearly define responsibilities of the major players in the TIR system (Customs, operators and guarantors). The TIR Executive Board has developed several examples of best practice in the application of various aspects of the TIR procedure at the national level. Such examples are indispensable for capacity-building and training activities. Meanwhile, the secretariat has prepared and published a new edition of the TIR Handbook in all United Nations official languages. The Handbook includes not only the full text of the TIR Convention, but also comments, recommendations and numerous examples of best practices.

Technical cooperation

In order to overcome difficulties in collecting transport statistics from some member countries, the UNECE Working Party on Transport Statistics invited the Inter-Secretariat Working Group (EUROSTAT/ITF/UNECE) to organize a workshop focusing on countries in Central Asia. Most of these countries are having problems with completing the web-based Common Questionnaire on Transport Statistics used by the three partner organizations for transport data collection. Following this initiative, a workshop on the use of the Common Questionnaire with a special focus on methodology and road accident statistics was organized in September 2010 in Kazakhstan. It was an opportunity for transport statisticians of Kazakhstan, Kyrgyzstan and Uzbekistan to become more familiar with the online UNECE tools for gathering transport statistics. This capacity building activity, organized together

with the Regional Adviser for Transport, aimed at facilitating the use of the Common Questionnaire and reducing the rate of non-response from these countries.

The financial and legal implications of eTIR are being assessed

The main capacity building activities in transport, within the UNECE region, remain nevertheless focused on providing advisory services, strategic guidance and administrative support for technical cooperation projects designed to

develop coherent pan-European transport networks, corridors and areas, and Euro-Asian transport links. In addition, those advisory services are intended to strengthen national legal and regulatory frameworks on road safety and capacity-building projects, workshops, seminars and training courses aimed at assisting countries in acceding to and implementing UNECE legal instruments, norms and standards, transferring know-how and sharing best practices, as well as implementing global commitments in transport. In this respect technical cooperation focused this year on Turkey, Ukraine and Serbia through activities managed by their respective United Nations country resident, either by participating in country retreats for United Nations agencies or providing inputs for the United Nations Development Assistance Framework (UNDAF) programmes set out for these countries.

Cooperation with the Balkans, the Caucasus and Central Asian countries was also assured by the regular support to transport initiatives and projects carried out by subregional groupings in particular, in the framework of SPECA and the Black Sea Economic Cooperation Organization.

For technical cooperation purposes, UNECE also works in close cooperation with the other four regional commissions of the United Nations.



Cooperation with other organizations

Organization for Security and Cooperation in Europe

The close working relationship between UNECE and the Organization for Security and Cooperation in Europe (OSCE) is particularly visible in the field of international transport. In 2010, the UNECE Transport Division took an active part in the process leading to the annual OSCE Economic and Environmental Forum. In high-level meetings in Astana and Vienna, UNECE staff delivered presentations promoting accession to and more effective implementation of UNECE legal instruments in the area of transport infrastructure and border crossing facilitation. Particular attention was paid to promoting the enhanced monitoring of implementation of conventions and international agreements. UNECE undertook a significant review of the implementation of OSCE commitments in the area of transport and presented its findings at the Economic and Environmental Forum in Prague. The Transport Division also supported the newly established OSCE Border Management Staff College in Dushanbe. The College provides training programmes to high-level customs, border and transport officials. The first training session was scheduled to take place in November 2010 and its curriculum includes courses on trade and transport facilitation. UNECE trainers will deliver some of the College courses.

International Transport Forum

Since the first annual meeting of the International Transport Forum in 2008, the Transport Division has been substantively contributing to the agenda of the meetings of Ministers of Transport of the ITF countries which are also, by large, UNECE member countries. The Transport Division attended several sessions of the Forum and presented the work of the Division, its participation in various panels, and organization of special events, like the one on Intelligent Transport Systems during the 2010 Forum. For many years, the Transport Division has collaborated with the International Transport Forum in many areas of work. This cooperation benefits both organizations and will be further strengthened in the coming years.

Major challenges for 2011

The secretariat will publish the seventeenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, the amendments to the fifth revised edition of its related "Manual of Tests and Criteria", and the fourth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals.



The major challenge for the Working Party on the Transport of Dangerous Goods will be to prepare and adopt amendments to ADR, RID and ADN to reflect the provisions contained in these new United Nations recommendations. The catalogue of questions related to the training and examination of experts required to be on board inland navigation vessels carrying dangerous goods, still under development, should be finalized.

In the area of the transport of perishable foodstuffs, challenges will include reaching agreement on testing procedures for multi-temperature transport equipment.

UNECE trainers will deliver some of the courses of the OSCE Border Management Staff College in Dushanbe

In order to raise awareness about the importance and usefulness of transport statistics among SPECA countries, another capacity building event is planned, possibly as a one-day Conference on Transport Statistics, which could be held back-to-back with the next regular SPECA Working Group on Transport Border Crossing due to take place in March or April 2011. This Conference would be a direct follow-up to the Workshop held in 2010.

In 2011, one of the challenges facing UNECE will be to take advantage of the momentum from the 2010 joint UNECE-UNCTAD Workshop on Climate Change Impacts on International Transport Networks while establishing an expert group that would develop relevant policy recommendations in this area. The UNECE work on climate change adaptation would complement its ongoing involvement in climate change mitigation, resulting in a comprehensive contribution to its activities in the area of sustainable development.

A major challenge for TEM and TER projects will be to ensure the proper follow-up activities and monitoring of the implementation of the revised TEM/TER Master Plan in 2011. Another challenge will be to ensure the momentum of work and activities and broaden the coverage of both projects by possibly involving other interested UNECE member countries.

A major challenge for the Transport Division in cooperation with the International Transport Forum will be to continue contributing and ensure high-quality inputs to future annual sessions of the Forum. In addition, close working collaboration will have to be maintained so that the two institutions avoid duplication and overlap in their activities and build on synergies developed over the past years.

Major challenges for the TIR Convention in 2011 will be to improve good governance and financial transparency of the TIR system by means of introduction in the text of the TIR Convention of audit requirements for the authorized international organization, to study the financial implications of the eTIR project and to draft legal provisions aimed at the introduction of eTIR.



In the area of **road safety**, UNECE will work towards the implementation of General Assembly resolution 64/255. More specifically, UNECE will contribute to the preparation and implementation of a Plan of Action of the Decade and encourage governments to set their own road traffic casualty reduction targets and will contribute to their monitoring. UNECE will also encourage its members to implement road safety activities, particularly in the areas of road safety management, road infrastructure, vehicle safety, road user behaviour and post-crash care. Emerging issues such as safety at rail and road interfaces (eg. level crossings), multidisciplinary crash investigation, proposals to amend the Convention on Road Signs and Signals (1968) to include Variable Message Signs and to the Convention on Road Traffic, 1968, to incorporate the positive effect of technical progress contained in corresponding vehicle technical regulations, will also be among the targeted activities.

Regarding **road transport**, UNECE will strive to ensure the full implementation of the digital tachograph in all non-EU Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). Following the expected entry into force of amendments to the European Agreement on Main International Arteries (AGR), UNECE will encourage the establishment and implementation of procedures relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections for the roads of the international e-road network. UNECE will work towards finalizing a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS) and will promote further ratifications of the Additional Protocol to the CMR concerning the Electronic Consignment Note to ensure its entry into force.

The Group of Experts on **Euro-Asian Transport Links** will continue its work in further developing the EATL Project Phase II aiming at coordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analysing economically viable inland transport options, examining non-physical obstacles and collecting transport flows data in the EATL region; strengthening national capacities; sharing experience and best practices along the Euro-Asian transport routes; and further developing the GIS database.