

**Economic and Social Council**Distr.: General
17 December 2013

Original: English

Economic Commission for Europe**Inland Transport Committee****Seventy-sixth session**

Geneva, 25–27 February 2014

Item 6 of the provisional agenda

**Draft Annual Report of activities undertaken
by the Committee's subsidiary bodies in 2013****Draft Annual Report of activities undertaken by the Inland
Transport Committee's subsidiary bodies in 2013****Note by the secretariat***Summary*

This document presents an overview of the activities undertaken by the Committee's subsidiary bodies during 2013 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction. These activities took the form of policy dialogue and regulatory work, analytical activities, as well as capacity-building and technical assistance.

I. Introduction

1. The transport subprogramme of the UNECE services the Inland Transport Committee (ITC), the only United Nations intergovernmental body dedicated to inland transport, its working parties as well as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals.
2. The primary focus of ITC and its subsidiary bodies is administering the 58 United Nations conventions, agreements and other legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction. Activities of the ITC take the form of policy dialogue and regulatory work, analytical activities, as well as capacity building and technical assistance.

3. This makes the ITC a unique body specialized in inland transport with the overarching goal of contributing to the development of inland transport in a safe, efficient and environmentally friendly way. Its decisions have a direct impact on the daily life of people and businesses throughout the world.
4. In 2013, the UNECE concluded the reform process begun in 2005. Among the outcomes was the recognition of the growing responsibilities of the ITC and its subsidiary bodies' high-impact work. As a result, the resources and capacities of the UNECE Transport subprogramme and the Transport Division were increased. It is with noting that this increase took place within a general environment of tough economic conditions and budget tightening for both the UNECE and its member states.
5. These increased responsibilities were on display in 2013, when the ITC held its Seventy-Fifth Ministerial session. This Jubilee session gathered Ministers, Deputy Ministers and other high-level officials from across Europe and Asia.
6. One of the key issues the Ministers were presented with was the accomplishments and future of the Euro-Asian Transport Links (EATL) project. The Ministers deliberated the EATL project, which has identified for development, nine rail and nine road routes between Europe and Asia as well as 17 water transport links, and several inland and maritime ports that could save time and costs for freight delivery. After endorsing the accomplishments of the EATL, the Ministers gave their political support for the project's final phase.
7. Additionally, in the Seventy-Fifth Session, a joint declaration was signed by thirty-seven European and Asian countries requiring the establishment, over the next two years, of the legal conditions for railways that are equivalent with those existing for other transportation modes.
8. Also, as a follow-up to Rio+20, negotiations began in 2013 for the creation of the Sustainable Development Goals (SDGs) as the post-2015 successor to the Millennium Development Goals (MDGs). Several ITC members took an active role in promoting the inclusion of Transport in the SDGs, while the UNECE Transport Division worked closely with UN/DESA for the inclusion. By providing high-quality inputs in the global consultations, ITC has remained at the forefront of these global processes which will define the priorities of global developmental funding until 2030.
9. The policy segment of the 2014 Committee's annual session will focus on Transport and Sustainability in order to raise awareness of the importance of sustainable transport as a determinant of sustainable development and as a lever for poverty alleviation.

II. Accomplishments in 2013

A. Linking the Regions with Inland Transport

1. Euro-Asian Transport Links (EATL)

10. The objective of The EATL project is to identify the principal Euro-Asian road and rail routes that should be prioritised for development and cooperation. The EATL project has an Expert Group which is the platform for cooperation and coordinated development of the identified inland transport links.

11. As mentioned in the introduction, in 2013 the EATL Expert Group and the secretariat presented the Phase II final report, available in both English and Russian, at the Second Meeting of EATL Ministers of Transport in Geneva on 26 February. The Ministers endorsed the report and gave political support for Phase III.

12. Additionally, the EATL family of participating countries grew from 27 to 38 countries. The increase demonstrates a clear endorsement of the project's accomplishments in phases I and II, as well as the growing relevance of the work.

13. The primary objective of Phase III is to make the nine road and nine rail EATL routes identified in Phase II fully operational. To this end, a 'match-making' meeting took place on 10 September 2013 in Geneva between countries with projects and financial institutions. These types of concrete activities and others will continue into the future according to the plan of work adopted by the Expert Group in September 2013.

2. Almaty Programme of Action

14. As part of the preparation of the forthcoming 10 year review of the Almaty Programme of Action (APoA) scheduled to take place in 2014, the UNECE took part in an event titled The Final Regional Review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries, on 5-7 March 2013 in Vientiane, Lao People's Democratic Republic. The UNECE presented the EATL project as part of its contributions to the regional review.

15. The event was jointly organized by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the UNECE, UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS) and the Government of Lao People's Democratic Republic.

B. Working Towards the Future of Inland Transport

For Future Inland Transport Systems Project (ForFITS)

16. The UNECE launched the ForFITS project for the development and implementation of a tool to monitor and assess CO₂ emissions from inland transport activities. This three-year project with the goal of facilitating climate change mitigation started in 2011, and is funded by the United Nations Development Account (UNDA). It involves all United Nations Regional Commissions.

17. The main objective is to enhance international cooperation and planning towards sustainable transport policies. In order to achieve this goal, a number of capacity building workshops for policy makers have been and continue to be organized, as well as training activities for technical experts.

18. The backbone of this programme is the development modelling tool capable of assisting users in making informed decisions about measures of CO₂ emission from current and future transport systems and plans. This tool can be used to predict the CO₂ emission from theoretical plans in national transport plans, therefore allowing for the planned reduction of emissions.

19. The model is primarily focused on CO₂ emissions from inland transport, including road, rail and waterways, and predicts future emissions based on current patterns. CO₂ emissions caused by aviation and maritime transport are also covered by ForFITS, but in a simplified manner in comparison to the other transport modes.

20. Following the recommendations received at the workshops, the UNECE developed the model and implemented it in the Vensim modelling environment. A first prototype of ForFITS was distributed in late 2012, with significant improvements implemented in 2013. The model is freely available online along with a user manual that details the methodology; the data required in the inputs excel file; and the process to visualize the results in Vensim (http://www.unece.org/trans/theme_forfits.html).

21. Activities in 2013 focused on the implementation of the ForFITS model improvements, drafting the user manual, developing pilot cases and, in parallel, organizing and implementing regional awareness-raising events and capacity building workshops. The development of pilots, awareness-raising events and workshops are being accomplished in cooperation with the other Regional Commissions. Countries that were selected for the development of pilot cases are Chile (ECLAC), Ethiopia (UNECA), Montenegro (UNECE), Thailand (UNESCAP), and Tunisia (UNESCWA). As a great deal of interest has been shown by several additional countries, more workshops are likely to be organized.

C. Actions promoting innovative transport technologies and ITS

Workshop on Intelligent Transport Systems (ITS) in emerging markets

22. In its work to embrace the benefits of technological advancement, the ITC and the International Telecommunication Union (ITU), jointly organised a one day workshop entitled Intelligent Transport Systems (ITS) in Emerging Markets – drivers for safe and sustainable growth. The workshop took place in Geneva, Switzerland on 27 June 2013, and was focused on ITS in emerging markets and its impact on road safety.

23. The workshop targeted Information Communications Technology (ICT) and transport policy makers and regulators, as well as representatives of the ICT, consumer electronics, automobile, transport and insurance sector. Standards-makers in the fields of intelligent transport systems and ICT were also a key focus.

24. The objectives of the workshop were to review the status quo of ITS including the technology, applications, regulatory frameworks, and standards. It also focused on identifying barriers to adoption, challenges and how they can be overcome, as well as highlighting the benefits ITS may reap in emerging economies focusing particularly on road safety. The event was another milestone in 2013, the year of ICTs and improving road safety.

D. Environmental Sustainability in Transport

1. Climate Change Adaptation

25. A full report from the Group of Experts on climate change impacts and adaptation for international transport networks was submitted in 2013. The report gave the group's full recommendations aimed at improving the long-term sustainability of transport with an emphasis on international connections; setting best examples of national policies; and, addressing the issues of transport networks vulnerability among member Governments.

26. The report was created over the six meetings by developing a scientific questionnaire for information collection, which produced the data analysed for the report. The Group of Experts also organized a prestigious international conference on "Adaptation of Transport Networks to Climate Change" in Alexandroupolis, Greece on 25-26 June 2012. The conference provided a key input to the work of the Group.

27. The final report has been recognized by the Governments as a very comprehensive study and an effective tool that will create awareness about climate change adaptation in the transport sector, as well as provide a set of best practices for adaptation measures.

2. Transport, Health and Environment

28. In 2013, the Steering Committee of the Pan-European Programme on Transport, Health and Environment (THE PEP) organized a symposium on "Active Mobility for All:

Safe and Healthy Walking and Cycling in Cities” in line with priority goal No. 4 of the Amsterdam Declaration adopted at the Third High-level Meeting on Transport, Health and Environment in January 2009.

29. THE PEP continued to organize capacity building workshops, jointly serviced by the UNECE Transport and Environment Divisions and by WHO/Europe. In September 2013 a workshop was held in Almaty to address the green and health-friendly mobility challenges in large cities with a focus on Urban Central Asia. As a follow-up, eco-driving capacity workshops will be organized as part of THE PEP Partnership programme. Also, the results of all six workshops held since 2009 under THE PEP have been consolidated in a single document for approval by THE PEP Steering Committee in November 2013.

30. THE PEP Steering Committee and its extended Bureau have started to prepare the High-level Meeting on Transport, Health and Environment which will be hosted by France in Paris from 14 to 16 April 2014. The theme will be City in Motion: People First! The High-level Meeting will be held in conjunction with the Transport Research Arena that will bring together many European transport researchers. The High-level Meeting is expected to renew the mandate and decide on THE PEP strategy towards 2020.

E. Road Safety

31. Improving road safety is a powerful issue for ITC and the focus of the Working Party on Road Traffic Safety (WP.1), the only permanent intergovernmental body in the United Nations system that focuses on the subject. In 2013, there were a number of accomplishments focusing on making road travel safer.

32. In September, the UNECE in partnership with the International Centre for Alcohol Policy (ICAP) launched an e-book Regional Perspectives on preventing alcohol-related road crashes involving vulnerable road users comprised the complete findings by road safety experts from Europe, Africa, Asia, Australia and the Middle East. The focus is on the main issues influencing alcohol-related accidents involving vulnerable road users such as pedestrians, cyclists and motorcyclists in each region (http://www.unece.org/trans/roadsafe/ebook_launch.html).

33. In December, UNECE in partnership with the Ministry of Road Transport and Highways of India and Institute of Road Traffic Education, and in collaboration with the UNESCAP, organized the inaugural "Europe - Asia Road Safety Forum" in New Delhi on 4 December followed by a two-day session of WP.1 (<http://www.unece.org/transport/areas-of-work/road-safety-forum/schedule-of-meetings/road-safety-forum/meeting/2013/wp1-working-party-on-road-traffic-safety-67th-session-new-delhi/docs.html>).

34. Progress was also made in the implementation of the digital tachograph, which is a sophisticated monitoring device installed in all commercial vehicles registered in the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). The digital tachograph records all activity such as speed and time between rest periods, thereby creating an accurate picture of the driving habits for all commercial vehicles. This directly impacts road safety as assuring safe driving routines among professional drivers is a key factor. While the digital tachograph had become mandatory in 2010, some countries were unable to meet the deadline. By 2013, however, virtually all countries had fully implemented the necessary measures to use the digital tachograph. Only Turkmenistan has yet to commence it.

The key events of the UN Global Road Safety Week

35. The year 2013 witnessed the commemoration of the second United Nations Global Road Safety Week. In May several key events were organized by the UNECE together with its partners in the Palais des Nations.

36. The programme (www.unece.org/trans/roadsafe/2nd_grs_week/programme.html) included a symposium on regional perspectives on drinking and driving; an interactive youth and young leaders session “Scouting for Global Road Safety”; a roundtable on 2013 International Level Crossing Awareness Day to emphasize the importance of road safety at level crossings, and a discussion forum on insurance and road safety. UNECE partners for the events were ICAP, the World Organization of the Scout Movement, Scouting Ireland, the Hellenic Road Safety Institute “Panos Mylonas”, the International Union of Railways and the Council of Bureaux.

37. Additionally, in Italy, UNECE partnered with the Italian Ministry of Infrastructure and Transport, ASTM-SIAS, QN-II Giorno and leStrade, to publicize the Global Road Safety Week in widely distributed local newspaper and magazine. They also distributed 230,000 specially commissioned bookmarks at local schools and motorway toll booths along approximately 1,300 km of motorways in Lombardia, Piemonte, Liguria, Valle d'Aosta, Emilia Romagna and Toscana.

F. Developments in International Transport Standards and Legislation

1. World Forum for Harmonization of Vehicle Regulations (WP.29)

38. In 2013 three new United Nations Vehicle Regulations aimed at improving vehicles' safety annexed to the 1958 Agreement entered into force.

- The new UN Regulation on Enhanced Child Restraint Systems, applied by 49 countries including the European Union, provides better protection for children in the event of frontal impact, lateral or rear impacts.
- The new UN Regulation on Lane Departure Warning Systems has been applied by 50 countries including the European Union, alerts the driver if the vehicle is leaving the lane.
- The new UN Regulation on Advanced Emergency Braking Systems, which has been applied by 50 countries including the European Union, alerts the driver if there is an obstacle in the road and, if the driver doesn't take any action the vehicle brakes to avoid the impact.

39. Existing UN Regulations were also updated with 82 amendments, bringing the regulations to the most current technological level and introducing more severe limits increasing both the safety and environmental performance of vehicles.

40. WP.29 adopted in 2013 the principles for design and control of Advanced Driver Assistance Systems, setting harmonized minimum requirements, to be included in the regulations on vehicles developed by the World Forum.

2. Road Transport

41. In 2013, the Expert Group on the European Agreement on the Work of Crews of Vehicles Engaged in International Road Transport (AETR) continued to develop proposals for amending the AETR Agreement, and in particular, the creation of an administrative committee. The mandate of the Expert Group has been extended until the end of 2014 to enable the members to thoroughly develop and agree on the amendment proposals.

42. In addition, several amendments to the European Agreement on Main International Arteries (AGR) were proposed. However, the Contracting Parties' obligations to establish and implement procedures for a number of items have yet to come into effect. This includes creating procedures for road safety impact assessments, road safety audits, management of road network safety and safety inspections for the roads of the international E-road network.

43. Similarly, an electronic consignment note (e-CMR) still awaits Contracting Parties' agreement on procedures and implementation. However, the number of countries acceding grew to eight when Denmark agreed to the additional CMR protocols to introduce e-CMR.

44. The Working Party on Road Transport (SC.1) met in July for a special session to discuss a proposal submitted by the Government of Switzerland for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS). Additional progress on the discussion of the OmniBUS proposal was made at the October meeting, and the developments are on-going.

3. Border Crossing Facilitation and the TIR Convention

45. In October 2013, an extensive package of amendment proposals came into force for the TIR Convention (a new Annex 9, part III to the TIR Convention). The amendments established the authorization for a single international organization - currently The International Road Transport Union (IRU) – to take responsibility for the organization and function of an international guarantee system and the printing and distribution of TIR Carnets. These amendments, which were a major step forward for the TIR system, were taken on board in the text of the UNECE-IRU agreement for the years 2014-2016.

4. The TIR Crisis

46. However, the success of the amendment package was over-shadowed by the emergence of the "TIR crisis". In July 2013, measures were announced to be introduced in the Russian Federation which the TIR Administrative Committee and Executive Board believed undermined provisions of the TIR Convention.

47. The measures involved a requirement to obtain national guarantee coverage, ignoring the TIR guarantee. These measures were implemented on the basis that the current TIR guarantee system does not adequately protect customs revenues and that the national guaranteeing association had accumulated large debts towards customs. At this point, the secretariat, in cooperation with affected parties and stakeholders acted proactively, performing an in depth analyses of the situation from both a legal and practical perspective, as well as facilitating a dialogue aimed at having the measure withdrawn.

48. While the Russian Federation has, during the process, consistently reiterated its commitment to the TIR Convention and its intention to remain an active Contracting Party, these outstanding disagreements remain, as of this writing, unresolved. Additionally, the termination of the guarantee agreement between the Federal Customs Service of the Russian Federation and the national association marked the beginning of the crisis' escalation as it is now possible that the TIR procedure will be inoperable in the Russian Federation as of 1 December.

49. All of this has a major impact on the flow of traffic through the Russian Federation, which is further complicated by the Russian Federation forming a Customs Union with Belarus and Kazakhstan. As a result, there is great uncertainty as to how these measures can be implemented, what their impact will be on trading partners and operators, and the effect within the Customs Union.

50. While this situation is critical, one major accomplishment in this politically sensitive crisis was that the strenuous diplomatic efforts of the secretariat, together with other contracting parties of the TIR Convention led to the clarification of these issues. The challenges ahead may not only be the resolution of the crisis, but perhaps to put in place major reforms to the TIR system that address the weaknesses identified during this TIR crisis. Thereby strengthen the Convention and protecting it in the long term.

5. The eTIR Project

51. Another issue that will dominate future work is the activation of the computerized TIR procedure. 2013 has seen some success on this front, as the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) is currently finalizing the technical aspects of the computerization of the TIR procedure (eTIR project). The group has also prepared and submitted to the UNECE Working Party on Customs Questions affecting Transport (WP.30) for consideration a cost-benefit analysis addressing the financial implications of eTIR. The analysis clearly demonstrates the high return on investment that eTIR provides, even in the grimmest scenario. This is due to the considerable benefits to all TIR stakeholders, such as customs, the transport industry and trade. Work has already commenced to design an appropriate legal framework for eTIR.

52. The secretariat continues to enhance various TIR-related databases, including the International TIR database (ITDB) which contains information on all operators authorized to use the TIR procedure. This consists of approximately 60,000 records, and is proving to be in strong demand online.

6. Harmonizing Border Crossing Facilitation

53. With regards to other border crossing facilitation developments, the recent entry into force of new Annex 9 to the Harmonization Convention marked the beginning of intensive efforts of the UNECE secretariat and Contracting Parties towards identifying best practices in the implementation of Annex 9 at the national level. This is being done in cooperation with international railway organizations such as the Organization for Co-operation between Railways (OSJD) and The Intergovernmental Organisation for International Carriage by Rail (OTIF).

54. This annex introduces a wide set of measures to facilitate rail freight border crossing, including:

- minimum infrastructure and staff requirements for border (interchange) stations
- cooperation between adjacent countries at border (interchange) stations
- reciprocal recognition of all forms of control
- selective and simplified controls on the basis of risk assessment
- moving of certain forms of controls to the stations of departure and destination
- setting up time limits for border clearance and monitoring actual border delays
- the use of Electronic Data Interchange (EDI) systems
- the use of the combined CIM/SMGS railway consignment note, as a Customs document

55. Furthermore, the secretariat and the WP.30 continued to monitor the implementation of the Harmonization Convention and conducted a recurrent survey of Contracting Parties with regard to the application at the national level of Annex 8 on road transport.

7. Transport of perishable foodstuffs

56. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that chilled and deep-frozen foodstuffs are transported efficiently, safely and hygienically and posing no danger to human health.

57. Forty-eight countries are Contracting Parties to the ATP including Morocco and Tunisia outside the UNECE region. The ATP is also being promoted to other countries in the Mediterranean region such as Algeria, Egypt and Jordan. The ATP is focused on international transport but an increasing number of countries use the ATP provisions as the basis for their domestic legislation.

58. Amendments to the ATP introducing a testing procedure for new multi-compartment multi-temperature transport equipment entered into force on 23 September 2013. Now, the Working Party on the Transport of Perishable Foodstuffs (WP.11) will have to reach agreement on distinguishing markings for this type of equipment and on a testing procedure for the renewal of certificates.

59. At its session in 2013 and on the basis of a proposal made by the Russian Federation, WP.11 adopted two new classes for heated ATP equipment. This is to take account of conditions in countries where winter temperatures routinely fall below -20°C and where heating is therefore required to keep cargoes of food at the correct temperature.

60. Challenges facing WP.11 in 2014 include discussions on the possible adoption in ATP of a definition of perishable foodstuffs and on a proposal to merge annexes 2 and 3 which would effectively extend the requirement to monitor the air temperature in transport equipment to the carriage of chilled foodstuffs. Some countries would also like to see the ATP extended to cover fresh fruit and vegetables and even pharmaceuticals.

8. Transport of Dangerous Goods

61. In 2013 the secretariat released three publications on the transport of dangerous goods. The first was the 18th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations. The second was Amendment 2 to the 5th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria. The third was the 5th revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

62. These publications contained new or amended provisions addressing a wide range of issues. Regarding transport, particular attention is paid to:

- the transport of adsorbed gases
- the transport of lithium batteries, including damaged or defective batteries and lithium batteries for disposal or recycling
- the classification of solid oxidising substances
- asymmetric capacitors
- discarded packaging contaminated with residues
- the transport of ammonium nitrate
- the transport of radioactive material
- the testing of gas cartridges and fuel cell cartridges
- the applicability of ISO standards to the manufacture of new pressure receptacles or service equipment

63. As invited by ECOSOC resolution 2013/25, the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) updated their respective legal instruments accordingly (International Maritime Dangerous Goods Code and ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air).

64. Similarly, at the regional level, the UNECE Working Party on the Transport of Dangerous Goods (WP.15) and its joint meetings with the OTIF and with the Central Commission for the Navigation of the Rhine (CCNR) updated the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement Concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

65. They incorporated European specific amendments particularly regarding the application of European standards concerning pressure receptacles and tanks, and the periodicity of inspection and testing of pressure receptacles.

66. These updates should all come into effect as of 1 January 2015, and will not only effectively globally implement the new United Nations Recommendations on the Transport of Dangerous Goods, but also harmonize all major international legal instruments regulating the five modes of transport. The secretariat also published a road map for accession and implementation of ADR.

67. The ADN Safety Committee adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels. This would include for example, the means of evacuating vessels. They also continued to discuss the possibility of use of liquefied natural gas (LNG) as fuel for the propulsion of vessels carrying dangerous goods, and the carriage of LNG as cargo on board gas tankers.

68. With regard to the classification and labelling of chemicals, legal instruments or national standards implementing the Globally Harmonized System (or allowing its application) in one or several sectors have already been issued in several countries including Australia, Brazil, China, Ecuador, Japan, Mexico, New Zealand, the Russian Federation, Singapore, South Africa, Switzerland, United States of America, as well as in the 28 members of the European Union and the three countries members of the European Economic Area.

69. Among the countries which have already implemented the system, the member States of the European Union updated their legal instruments in accordance with the provisions of the fourth revised edition of the Globally Harmonized System in 2013 (Commission Regulation EU No.487/2013).

70. Other countries such as Canada, Chile, China, Indonesia, the Philippines and Zambia (together with the other states members of the Southern African Development Community (SADC)), continue to work on the revision and amendment of their legal texts, standards and guidelines to achieve implementation of the Globally Harmonized System as soon as possible.

9. Intermodal Transport and Logistics

71. In 2013 the Working Party on Intermodal Transport and Logistics finalized a global Code of Practice for packing of cargo in containers and other intermodal transport units, replacing earlier guidelines. The Working Party on Intermodal Transport and Logistics is made up of members from the UNECE, International Labour Organization (ILO), International Maritime Organization (IMO) and industry experts.

72. The Code of Practice contains the latest scientific data, rules and policies to allow Governments as well as the transport and insurance industries to develop globally

harmonized procedures and regulations for enhanced safety and efficiency in international container transport. While the new Code is not mandatory, it can be expected that the provisions will soon be applied world-wide as it will provide transport insurers with an authoritative basis for cargo insurance contracts. Following approval of the Code of Practice by the Inland Transport Committee in February 2014, it will also be approved by the competent bodies of IMO and ILO during the course of 2014.

73. Additionally, a report has been prepared on opportunities and challenges of intelligent transport systems (ITS) for intermodal transport, that outlined strategies on how to apply ITS for seamless transport operations, optimum use of infrastructure, including terminals and for the achievement of high-levels of safety and security in international transport chains. Afterwards, the conclusions drawn by the Working Party on good governance of ITS processes at national and international levels were discussed with industry representatives at a workshop hosted by the Government of Belgium in May 2013.

G. Transport Infrastructure

1. Inland Water Transport

74. A great deal of progress was made in 2013 and continues to be made in harmonizing the rules and information for navigating inland waterways throughout Europe.

75. A large package of amendments to the European Code for Inland Waterways (CEVNI) was adopted in 2013. The amendments were based on the UNECE White Paper on efficient and sustainable inland water transport in Europe, and adopted by the Working Party on Inland Water Ways and CEVNI. Work will continue into 2014 towards adopting CEVNE 5, which would then establish the pan-European framework for all navigational rules applying to internationally navigable rivers and canals, such as the Danube or Rhine.

76. The secretariat also launched in 2013, a web-based application that provides on-line data on the navigational characteristics of the more than 29.000 km of navigable European rivers and canals. The web application contains various search options by waterway and by country and can export data. The web application is based on the UNECE publication, Inventory of Main Standards and Parameters of the E Waterway Network

77. Further steps have also been made, in cooperation with the European Union and the River Commissions, to facilitate at the pan-European level the mutual recognition of boatmasters' certificates and the harmonization of professional requirements in inland navigation.

2. TEM and TER Projects

78. In September 2013, a workshop was organized focusing on the complex issues surrounding the financing of transport infrastructure in the UNECE region and why further study and analysis are needed.

79. The workshop was organized by the Working Party on Transport Trends and Economics in partnership with Euro Asian Transport Linkages project and the Trans-European Motorways (TEM) and Trans-European Railway (TER) projects. As part of the workshop, experts from EATL and TEM & TER countries had the opportunity to present their countries' high priority transport infrastructure projects to representatives of various international financial institutions, donors and international organizations. The outcomes of the workshop will be published in Transport Trends and Economics 2012-2013: financing of transport infrastructure, in 2014.

3. Rail Transport

80. As mentioned in the introduction, a joint declaration signed during the Ministerial session of the seventy-fifth ITC has set the Group of Experts towards Unified Railway Law on the two year path of establishing the legal conditions for railways that are equivalent with those existing for other transportation modes.

81. In order to accomplish this task the group will need – for all countries involved - to establish a unified set of transparent and predictable provisions that will facilitate border crossing procedures for Euro-Asian rail transport operations. This will involve analysing existing modal transport conventions for rail, road, air, inland water and maritime transport, as well as related agreements. Then identifying provisions and procedures which can help establish unified railway law. Eventually there will need to be a unification of international railway law creating a single legal regime from the Atlantic to the Pacific.

82. In the upcoming years, the group will need to identify an appropriate management system for unified railway law using the experience of international organizations in the field of the railway transport (OSJD, OTIF and others). Ultimately there must also be support for the widest possible use of electronic document workflow and intelligent transport systems.

83. The Working Party on Rail Transport addressed a number of other issues in 2013, such as were railway infrastructure financing and public-private partnerships, by presenting case studies on new projects with Public Private Partnership schemes and railways financing. The working party also addressed intelligent transport systems (ITS) by presenting innovative solutions regarding level crossings and ITS in railways.

H. Analytical activities

84. The Working Party on Transport Trends and Economics (WP.5) aims to identify the global trends, and developments which may have implications for the transport sector and challenges that the sector is facing. The WP.5 provides a pan-European forum for exchange of ideas about the progress and challenges concerning sustainable inland transport.

85. In 2013, the WP.5 published Transport Trends and Economics 2012-2013: Sustainable Urban Transport and Mobility. The main objective of the publication was to map the UNECE capitals' urban networks and illustrate urban transport and mobility indicators. This would provide policymakers with best practices and successful examples from the region so as to make informed policy decisions. The publication also sheds light on a big challenge in developing sustainable urban transport systems – that of creating economically and environmentally friendly, efficient, socially affordable and accessible urban transport systems.

86. In addition to this publication, the WP.5, special Task Force continued to develop a simple methodology to measure the performance of national transport systems, i.e. the methodology for development of the Transport Development Index (TDI).

87. The objective of the TDI is to provide a measurement of the performance of national transport systems with a focus on sustainable development. The Task Force intends to develop performance indicators which should provide a simple, evidence-based, indication of how a transport sector contributes to a national economy. The next meeting of the Task Force is expected to be held in 2014 upon the completion of the draft methodology.

Transport Statistics

88. In 2013, the Working Party on Transport Statistics (WP.6) developed common methodologies and terminology in order to harmonize statistics, aiming to develop

indicators for sustainable transport. This includes methodologies for the collection and compilation of statistics on road, rail, inland waterway and pipeline as well as on road traffic safety. The end result of this harmonization will be the improved ability to compare and contrast international transport statistics. This was accomplished in cooperation with Eurostat and ITF, by drafting a Common Questionnaire (UNECE/Eurostat/ITF) which was then disseminated online in all UNECE official languages.

89. Draft Recommendations to Governments on procedures and methodologies for the 2015 E-Road and Rail traffic censuses were also elaborated and submitted for adoption to the Inland Transport Committee.

I. Inland Transport Security

90. The UNECE continued through 2013, to provide a platform for governments, academia and the private sector to exchange views and best practices on inland transport security.

91. In February 2013, the annual Inland Transport Security Discussion Forum on the subject of Secure Parking Areas was organized by UNECE with the Government of Belgium in partnership with the International Road Transport Union. The proceedings of the 2012 Forum were published jointly with the Organization for Security and Cooperation in Europe in 2013, and can be found online. The proceedings consist of a collection of papers on various aspects of inland transport security written by distinguished experts from the public and private sector organizations.

J. Rail Security

92. In October 2013, the Working Party on Rail Transport organized a workshop on rail security. The workshop took stock of the results of indicators and activities on rail security of several international organizations and Governments. Experience, good practices and collaboration on the development of safe rail transport operations were presented and examined. This input led to concluding recommendations linking all existing initiatives essential for the development of safe rail transport.

III. Challenges for 2014 and Beyond

A. Road Safety

93. Two new WP.1 expert groups on improving safety at level crossings and on road signs and signals were formally endorsed by the UNECE Executive Committee. They will commence their work and meetings in early 2014.

B. International Transport Standards and Legal Structure

94. Currently, the most pressing issue is reconciling the broader challenges of the AETR Agreement. AETR Contracting Parties have demonstrated a desire to solve the problems, including the complex relationship with the European Union legal regime.

95. While actions taken during the course of 2013 to address the AETR issues as well as the digital tachograph have been constructive, further efforts on the part of the secretariat and strong political impetus are essential to reach consensus on the amendment proposals.

C. Rail Transport

96. In the field of rail transport, the major challenge will be to make rapid progress on the negotiation of a new unified railway law system, based on the Joint Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law.

D. TIR Convention

97. The main challenge with the TIR Convention at this stage will be to restore the smooth implementation of the TIR procedure in the Russian Federation as soon as possible. At the time of writing this report, this principally entails promoting compromise solutions to the on-going internal disagreements and insulating – as much as possible – the TIR system from the de-stabilizing effect of the crisis on other Contracting Parties. Additionally, we are challenged to ensure by any diplomatic means available that there will be a functioning guaranteeing association in the Russian Federation.

98. Further to this, the crisis has revealed the need to introduce certain amendments to the TIR Convention, which are currently under discussion. Particular focus must be on the need for effective and timely communication of new control measures and on the role and responsibilities of the TIR intergovernmental bodies so as to avoid similar crises in the future.

99. Most importantly, this crisis has revealed a need to review the ways the guarantee chain covers its liabilities, the terms of guarantee agreements between Customs and national associations, as well as the possibilities to authorize multiple guarantors in one territory. These are all very complex issues which should to be re-examined in light of the new demands this crisis has revealed.

100. Last but not least, the way to best utilize and legally frame the use of new technologies and electronic data interchange will be pivotal for the continued success of the TIR system in years to come.

E. Transport, Health and Environment

101. The 4th High-level Meeting on Transport, Health and Environment (Paris, 14-16 April 2014) will review all activities of THE PEP over the past 5 years. The Declaration to be adopted at the Paris Meeting should then provide new energy to THE PEP and renew the mandate and resources for its activities until 2019. The main challenge is to keep the political momentum of these unique tri-lateral, inter-sectorial and inter-governmental activities and to maintain the required budgetary, extra-budgetary and in-kind resources to sustain the pan-European dimension of THE PEP.

F. Inland Water Transport

102. In the field of inland water transport, the major challenge will be to finalize in 2014 or early 2015 the CEVNI 5 which should then constitute the pan-European framework for all navigational rules applicable at internationally navigable rivers and canals, such as the Danube, Mosel, Rhine and Sava. Efficient implementation and amendment procedures for CEVNI 5 will need to be created and set up in 2014 to streamline the work of the different international organizations and River Commissions and to ensure a continuity of harmonized pan-European nautical rules in inland water transport.

G. Transport of Dangerous goods

103. The major challenge for the Working Party on the Transport of Dangerous Goods in 2014 will be the finalization and consolidation of the amendments to ADR and ADN adopted since 2012. It is important that this happen in 2014, as the intent is to have them accepted by Contracting Parties and in effect by 1 January 2015. The secretariat will have to issue consolidated editions of ADR 2015 and ADN 2015 before then.

104. The Working Party will continue its work on updating ADR, ADN and RID in the perspective of the 2017 amendments in the light of new demands of modern transport systems and new challenges with safety, security or protection of environment challenges and risk assessment. The Working Party will also continue current work on the use of telematics, the development of an accident database as well as the prevention of Boiling Liquid Expanding Vapour Explosion (BLEVE) accidents.

105. The ECOSOC Committee will strive to work in partnership with other bodies and organizations to ensure that its recommendations are taken into account in the relevant international legal instruments. 2014 will be the second year of its biennial working cycle and its two sub-committees (TDG and GHS) will have to conclude on all items within their programme of work such as transport of electric storage systems, universal recognition of UN and non-UN pressure receptacles, classification of desensitized explosives, and so on.

H. Harmonization of Vehicle Regulations

106. The world Forum WP.29 will continue to develop and update UN Regulations annexed to the 1958 Agreement and UN Global Technical Regulations in the framework of the 1998 Agreement.

107. Under the 1958 Agreement, the World Forum will consider the introduction of the International Whole Vehicle Type Approval (IWVTA) in the text of the Agreement to allow the mutual recognition of the completed type-approved vehicles. A new UN Regulation No. 0 will be developed to serve as a definitive list of which UN Regulations should be mandatory for the IWVTA. The regulation is numbered 0 because, as it is meant to define which regulations are required for IWVTA, it must come before all other regulations. It is expected that around 60 UN Regulations will be made mandatory in a first phase which will focus on passenger vehicles. In addition to the new UN Regulation 0, several new UN Regulations shall be developed.
