

**Economic and Social Council**Distr.: General  
16 December 2014

Original: English

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

Geneva, 24–26 February 2015

Item 7 of the provisional agenda

**Draft Annual Report of activities undertaken  
by the Committee's subsidiary bodies in 2014****Draft Annual Report of activities undertaken by the Inland  
Transport Committee's subsidiary bodies in 2014****Note by the secretariat**

Since 2013 the Secretariat has been preparing an Annual Report not only as a contribution to the UNECE Annual Report, but also as a stand-alone summary of the achievements of the UNECE Inland Transport Committee (ITC) and the ECOSOC Committee of Experts on the Transport of Dangerous Goods (TDG) and the Globally Harmonised System of Classification and Labelling of Chemicals (GHS). As a result, the 2012 Annual Report was presented to the ITC in 2013 and the 2013 Report in 2014.

As the meetings of the ITC's subsidiary bodies, as well as those of the ECOSOC Committee of Experts, take place towards the end of each year, the draft annual report as submitted for translation in December may be subject to changes. Nonetheless, the Secretariat wishes to make the draft as complete as possible.

The preparation of the Annual Report for the professional audience is also a learning process, in which the views and comments of the Committee are most appreciated. More precisely, the Committee is requested to:

- Comment on the substance, as well as on the presentation of the issues, achievements, challenges etc.
- Give advice on improving the visibility of these results, as well as on the future use of the Annual Report.

## I. Year of Sustainable Transport

1. The transport sub-programme of the United Nations Economic Commission for Europe (UNECE) services the Inland Transport Committee (ITC), — the only United Nations intergovernmental body dedicated to inland transport — its working parties and expert groups, as well as the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Classification and Labelling of Chemicals, and its subsidiary bodies. The ITC is a unique body with the overarching goal of developing inland transport in a safe, efficient and environmentally friendly way.

2. The primary focus of the ITC and its subsidiary bodies is administering to the 58 United Nations conventions, agreements and other legal instruments which shape the international legal framework for inland transportation. This includes road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction. ITC activities take the form of policy dialogue, regulatory work, analytical activities, as well as capacity building and technical assistance. Its decisions have a direct impact on the daily lives of people and businesses throughout the world.

3. In 2014, much of the core work of the ITC and its working parties was dedicated to advancing sustainable transport and mobility. At the seventy-sixth session of the ITC held in February, the policy segment was dedicated to Innovations for Sustainable Mobility and Inland Transport in order to highlight the necessity of including these issues in the post-2015 Sustainable Development framework.

4. The issue of sustainability is clearly visible in the accomplishments of the ITC and its working parties in 2014. It is being addressed through attempts at climate change mitigation by the expansion of the ForFITS model and through adaptation techniques in the publication of Climate Change Impacts and Adaptation for International Transport Networks. A focus on sustainability was also achieved through the adoption of the new Worldwide Harmonized Light-duty Test Procedures (WLTP), which implements for auto manufacturers the most historically accurate measurement of fuel consumption, and therefore CO<sub>2</sub> emissions, for passenger cars, vans and vehicles of less than 3.5 tons. Sustainability through road safety was addressed on several fronts, including a number of workshops designed to bring real-world experience and good practices to the participating governments and to present a complete picture of how road safety can be approached from an efficient, cost effective and successful manner.

5. Historically, the ITC has actively strived through its regulatory and policy dialogue, analytical and capacity building activities, to create a future of sustainability. However, the future is even brighter with the numerous innovative solutions for sustainable mobility and transport that already exist or are soon to be implemented. They will likely revolutionize the transport sector, and their successful deployment will require the assistance of the ITC.

6. The ITC is uniquely positioned to support and accelerate the dissemination and exchange of knowledge and good practices, as well as to develop the necessary partnerships, international cooperation and international legal frameworks that are indispensable for reducing barriers to the development and adoption of innovative solutions and the future of sustainable development.

## **II. Accomplishments in 2014**

### **A. Climate Change and Transport**

#### **1. Climate Change Adaptation of transport networks**

7. In 2014 the study on Climate Change Impacts and Adaptation for International Transport Networks was published. This study is the result of two years of activities headed by the Group of Experts of the Working Party on Transport Trends and Economics (WP.5). In the report the effects of climate change on the transport sector and what must be done to adapt roads, railways, inland waterways and ports is examined. The information for this report was meticulously analysed to identify where transport infrastructure and services will be affected. In order to create the most up-to-date picture of national initiatives, the Group reviewed case studies and research projects as well as experiences on adaptation measures specific to a variety of transportation modes. Existing best practices in national policies for risk management and resilience enhancement were also examined.

#### **2. For Future Inland Transport Systems Project (ForFITS)**

8. In 2011, in cooperation with the other UN Regional Commissions, UNECE launched the ForFITS project for the development and implementation of a tool to monitor and assess CO<sub>2</sub> emissions from inland transport activities. It was funded by the United Nations Development Account (UNDA) and its objective was to enhance international cooperation and planning towards sustainable transport policies with the goal of facilitating climate change mitigation.

9. The backbone of the project was the development of a modelling tool capable of assisting users in making informed decisions about measures designed to reduce CO<sub>2</sub> emissions from current and future transport systems. The model is primarily focused on CO<sub>2</sub> emissions from inland transport, including roads, railways and waterways. The UNDA phase of the project was completed in 2014 and the model is freely available online along with a user manual.

10. Building upon the successful conclusion of the UNDA phase, the project continued to grow in 2014. Activities focused on future development paths for ForFITS and on its use as a policy tool in certain countries. A project funded by Environment Canada was launched to investigate the possibility of including non-road motorized machinery such as tractors in ForFITS projections. A separate project funded by the International Road Transport Union (IRU) was also approved and will create a separate module to address road safety. In addition to projects aiming at expanding the scope of ForFITS, the tool was also used in practice in Kaunas, Lithuania and in Georgia to assess the effects of policy changes on emissions from the transport sector.

#### **3. Diesel Engine Exhausts: Myths and Realities**

11. During 2014 the discussion paper on Diesel Engine Exhausts: Myths and Realities was produced. The paper offers a balanced view of the ongoing debate about the harmful effects of diesel engine exhaust emissions on human health and the environment. Furthermore it takes stock of recent studies on the harmful effects of diesel exhausts to public health, provides information about diesel emissions by different economic sectors – including inland transport – and provides an overview of the recent policy developments on the reduction of pollutant emissions to address health and environmental concerns. The paper concludes that the majority of particulate matter emissions in European Union (EU) countries and in the United States of America are generated by other economic sectors, mainly the commercial, institutional and household sectors. However, it indicates that the

implementation of measures focused on improving the environmental performance of the transport sector must not stop. On the contrary, they must continue and in an aggressively well targeted way.

## **B. THE PEP**

12. The Fourth High-level Meeting on Transport, Health and Environment was held on 14 to 16 April 2014 in Paris and was hosted by the Government of France, under the auspices of the Transport, Health and Environment Pan-European Programme (THE PEP).

13. The meeting adopted the Paris Declaration “City in Motion – People First!” through which participating States reaffirmed their commitment to a new vision of green and healthy transport and mobility for the sustainable livelihoods of all. This links the promotion of health and sustainability to socioeconomic justice.

14. The commitment is supported by new goals and tools including:

- a new priority to integrate transport, health and environmental objectives into urban and spatial planning policies;
- THE PEP Academy, strengthening knowledge and skills development for integrated transport, health, environment and spatial planning;
- a pan-European master plan to promote cycling;
- stronger partnerships with city networks, civil-society organizations and the research community; and
- the mobilization of young people and their organizations.

15. Also during 2014, the Steering Committee of THE PEP organized a symposium on “Green and healthy urban mobility: the role of urban and spatial planning”, in line with priority goal No. 5 of the Paris Declaration.

16. Finally, THE PEP continued to organize capacity-building workshops, jointly serviced by the UNECE Transport and Environment Divisions as well as World Health Organization Europe (WHO/Europe). Since 2009, six workshops have taken place in different countries. In September 2014 Kaunas, Lithuania received the baton from Kazakhstan, which hosted the 2013 workshop.

17. The Kaunas workshop had four sessions which were dedicated to discussing current challenges, the improvement of sustainable urban mobility, the role of community, civil society and different actors in sustainable urban mobility, along with follow-up actions. For each of the sessions, speakers from the transport, health and environment sectors of Lithuania made presentations on sustainable urban mobility planning, traffic safety, public transport systems, and the promotion of physical activity through cycling and walking. During the workshop UNECE presented its transport initiatives for Sustainable Public Transport and Mobility and the ForFITS policy tool, which, based on analyses carried out for Lithuania at national and city (Kaunas) levels, made concrete policy recommendations on how to achieve sustainable mobility and transport while reducing the carbon footprint of the transport sector as a whole.

## **C. Road Safety**

18. Sustainable transport and mobility requires safety, and so improving road safety continues to be one of the ITC’s priorities and the guiding mandate of the UNECE Working Party on Road Traffic Safety (WP.1). In addition to the organization of 13 road safety-

related working party and subsidiary expert group meetings in Geneva, Switzerland, 2014 saw significant accomplishments in road safety.

19. Two new expert groups were established in early 2014, both with a two-year mandate:

(a) the Group of Experts on Improving Safety at Level Crossings (GE.1) will take stock of available data on safety at level crossings to describe, assess and better understand the safety issues at a road and rail intersections as well as to develop a multidisciplinary strategic plan aimed at reducing the risk of death and injury at level crossings;

(b) the Group of Experts on Road Signs and Signals is to review and to suggest ways to facilitate better comprehension of road signs and a more effective implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals.

20. On 3 June 2014, the 2014 International Level Crossings Awareness Day, the ITC launched a film entitled "Saving Lives at Level Crossings" which was produced in partnership with the Swiss Federal Office of Transport and the International Union of Railways (UIC). The film is targeted at policymakers and promotes a greater awareness of the risks associated with level crossings. It also provides ideas on how to improve numerous aspects of safety at level crossings. The film — available on the UNECE website — also promotes the work of the GE.1.

21. Also in June, a Road Safety Treaty Day was organized at United Nations Headquarters in New York in collaboration with the United Nations Office of Legal Affairs, the Regional Commissions New York Office and the International Road Transport Union. The focus was to educate decision makers on the UN legal instruments currently applicable to road safety and how to implement them. The program included presentations on global road safety instruments such as the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and the 1998 vehicle regulations agreements as well as international rules on the carriage of dangerous goods.

22. In South-East Europe and the Western Balkans, the UNECE joined forces with the Government of the Republic of Serbia and Regional Cooperation Council to advance the road safety agenda by organizing a Regional Road Safety Capacity Building Workshop in Belgrade, Serbia. The regional workshop, which took place in October, brought together a wide range of road safety stakeholders and interested parties from the public and private sectors, including decision makers, planning authorities, and international organizations. The presentations and panel discussions focused on core road safety management issues. These included the establishment of institutional structures, different forms of inter-agency coordination, the development of a national strategy, the setting of realistic long-term road safety targets as well as data support systems for the monitoring and evaluation of road safety policies and relevant funding sources. The regional workshop was attended by some 100 participants from many UNECE countries.

23. Under its global road safety conventions mandate, the UNECE partnered with the United Nations Economic Commission for Africa (UNECA) and the International Center for Alcohol Policies (ICAP) to organize a workshop on improving road safety in Africa. The capacity-building and interactive regional workshop took place in November 2014, in Addis Ababa, Ethiopia. The workshop provided an overview of the progress made by African countries in implementing the African Road Safety Action Plan, increased the awareness of government officials concerning the United Nations international road safety legal instruments, and promoted effective approaches for preventing drink driving.

24. Progress was also made in the implementation of the digital tachograph, a sophisticated monitoring device installed in all commercial vehicles registered under the Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). The digital tachograph became mandatory in 2010 and as of 2014 virtually all Contracting Parties had fully implemented the measures necessary to use it. The digital tachograph records all commercial vehicle activity, such as speed and time between rest periods, thereby creating an accurate picture of driving habits. This has a direct impact on road safety and is a key factor in assuring safe driving routines among professional drivers.

## **D. Rail Transport**

25. In order to increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law began their work in 2014 with the objective of developing a new international legal railway regime, while leaving the present two regimes untouched. This would fill the gap left by COTIF/CIM and SMGS for the use of a single rail transport contract, a single consignment note and a single liability system for Euro-Asian rail transport. With this one regime, goods would be able to be transported from the Atlantic to the Pacific without having to stop at borders for reconsignment or any other reason, making rail transport a more competitive alternative to road and air. The group of experts met four times during 2014.

26. The proposed concept adopts a step-by-step approach towards the unification of international railway law. It was adopted on the basis of the logic:

(a) the establishment of an overall (third) layer of international railway law, in contradiction to COTIF/CIM and SMGS, should be avoided, not least to avoid conflict of conventions;

(b) the creation of a new international railway regime replacing COTIF/CIM and SMGS in their entirety would be complex and would require considerable time due to long transition periods for entry into force and for the denunciation of COTIF/CIM and SMGS.

27. The Working Party on Rail Transport (SC.2) addressed a number of other topical rail issues in 2014. One workshop on how to increase the competitiveness of railways was organised during the Working Party session, which attracted the interest of numerous delegates from several countries and international organizations.

28. Attention was given to the following issues:

- rail security and the development of an international rail security observatory were discussed;
- the amendment proposals to the European Agreement on Main International Railway Lines (AGC) prepared in consultation with the European Railway Agency (ERA) were negotiated;
- railway infrastructure financing and Public-Private Partnership solutions for railways were analysed;
- the methodology for the development of a master plan on high speed trains was agreed and approved;
- the new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail was discussed;
- the revised rail productivity indicators were reviewed and approved;

- the facilitation of international rail transport in the pan-European region – facilitation of rail border crossings and harmonization of technical specifications on different railway systems – were also reviewed and analysed.

## **E. Inland Water Transport**

29. One of the most important goals in 2014 was the finalization and the adoption of the European Code for Inland Waterways (CEVNI) in its fifth revision. In 2013 and 2014, several packages of amendments to the CEVNI were drafted by the CEVNI expert group, approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation and adopted by the Working Party on Inland Water Transport (SC.3). This fifth revision increases the transparency and the degree of harmonization of the inland navigation rules in the UNECE region and reinforces the institutional and regulatory framework at pan-European level.

30. The third revised edition of the European Agreement on Main Inland Waterways of International Importance (AGN) was issued. Information on inland waterways and ports of international importance has been updated.

31. The Informal Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation held its first meeting in June 2014. Its work plan was adopted and focuses on: the proposal of measures to make the profession of boatmaster more attractive; the analysis of existing instruments; the revision of UNECE related Resolutions; the local knowledge requirements; the procedures for expert training and examination.

32. The secretariat also worked in 2014 on the improvement of the web application dedicated to the Blue Book, based on the UNECE publication, "Inventory of Main Standards and Parameters of the E Waterway Network".

## **F. Intermodal Transport and Logistics**

33. In 2014 the global Code of Practice for packing of cargo in containers and other intermodal transport units that was finalised in 2013 was approved by the ITC, thus replacing earlier guidelines. This is the joint result of cooperation among International Labour Organization (ILO), International Maritime Organization (IMO), the UNECE, and industry experts. It was also approved by the governing body of the IMO in May 2014 and is expected to be approved by the governing body of the ILO in November 2014.

34. 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.

35. The Working Party on Intermodal Transport and Logistics (WP.24) also held a workshop hosted by the Government of Belgium in June 2014 to discuss the role of freight forwarders in intermodal transport chains with member States and industry representatives and what measures may be necessary to further facilitate intermodal transport while also addressing liability and safety concerns. The Working Party will debate this issue at its November session of the basis of the workshop report.

## **G. Analytical Work – Transport Trends and Economics**

36. The Working Party on Transport Trends and Economics (WP.5), which acts as a think-tank for the ITC, successfully organised three workshops this year where numerous delegates from UNECE and non-UNECE member States and international organizations participated. These workshops focused on the following themes:

(a) the second workshop on “Good Practices and New Tools for Financing Transport Infrastructure”, organized jointly by the Euro-Asian Transport Links (AETL) project, the Trans-European Motorways (TEM) and Trans-European Railway (TER) projects and WP.5;

(b) the workshop on “Transport Trends and Economics in the Mediterranean region: sharing experiences among EuroMed and UNECE countries”;

(c) Ports Hinterland connections and customs procedures: the case of the European Union programme Med Net.

37. Additionally, Transport Trends and Economics 2012–2013: dealing with Sustainable Public Urban Transport and Mobility was published in direct connection to the policy segment of the 2015 ITC. This publication mapped the urban networks of UNECE member States’ capitals and illustrated urban transport and mobility indicators, providing policymakers with best practices and successful regional examples so as to facilitate informed policy decisions. The publication also sheds light on a big challenge in developing sustainable urban transport systems: the creation of urban mobility that is economically and environmentally friendly, efficient, socially affordable and accessible.

## **H. Transport Statistics**

38. In 2014, the Working Party on Transport Statistics (WP.6) developed common methodologies and terminology for the harmonization of 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, in cooperation with Eurostat and ITF, in order to improve international comparability of transport statistics. The Working Party on Transport Statistics (WP.6) streamlined data collection procedures in the field of transport (web common questionnaire).

39. A Common Questionnaire (UNECE/Eurostat/ITF) was disseminated online in all UNECE official languages. Resolutions and recommendations to Governments on procedures and methodologies for the 2015 E-Road and Rail traffic censuses were adopted by the Inland Transport Committee.

## **I. Euro-Asian Transport Links (EATL)**

40. 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 serves as the platform for cooperation and the coordinated development of the identified inland transport links.

41. The primary objective of EATL Phase III is to enhance international cooperation on making the nine road and nine rail EATL routes identified in Phase II fully operational. To this end, three meetings of the Expert Group took place in Geneva (4–5 February; 27–28 May; and 30–31 October 2014). Experts compared maritime with overland transport and identified types of cargos that could be targets for overland – especially rail – transport



between Europe and Asia. Discussions continue on the tariffs and time schedules for the EATL routes. A series of concrete activities have been planned by the Expert Group in close cooperation with all the regional and sub-regional organizations, as well as the private sector.

## **J. Almaty Programme of Action**

42. The ten-year review of the Almaty Programme of Action (APoA) took place on 3–5 November 2014 in Vienna. The Vienna meeting identified priority areas, policies and development initiatives to promote regional integration and transit cooperation for the benefit of landlocked developing countries. This would serve as a platform for the future work on landlocked developing countries to be undertaken by the UN Regional Economic Commissions and other stakeholders, with the view to supporting regional integration in all regions that have landlocked developing countries. In addition, the UNECE hosted a highly visible side event on border crossing facilities during the Vienna meeting.

## **K. Road Transport**

43. In 2014, 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. While the mandate of the Expert Group was extended until the end of 2014 to allow members to thoroughly develop and agree on the amendment proposals, no agreement was reached. The Group has decided to seek another extension of its mandate (until mid-2017).

44. In addition, amendments to the European Agreement on Main International Arteries (AGR) were proposed. This includes creating procedures for 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 as well as those related to incorporating “e-mobility” into the AGR. At the time of writing, it is not clear whether these amendments have been adopted.

45. The protocol on the electronic consignment note (e-CMR) still awaits Contracting Parties’ agreement on procedures and implementation. While nine countries now agree to the additional CMR protocol, the overall number remains low.

46. 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). At the October SC.1 meeting, it was decided to hold another special session on 27–29 April 2015 to continue the discussion.

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

47. One of the permanent areas of capacity-building carried out by the Transport Division involves activities conducted by the United Nations Special Programme for the Economies of Central Asia (SPECA) Working Group on Transport and Border Crossing (PWG-TBC). The PWG-TBC 19th session was held on 18–19 June 2014 in Almaty, Kazakhstan.

48. In cooperation with the EuroMed Road, Rail and Urban Transport regional programme, the Transport Division was involved in the preparation and delivery of trainings on the UNECE legal instruments in several Mediterranean countries. As an

outcome of these trainings, EuroMed produced a publication entitled “Main United Nations Road Transport Agreements”, which was presented to the ITC. Additionally, a capacity building seminar on the main UN Road Transport Agreements was held in Geneva on September 9 2014 with the aim of presenting the UNECE Transport Division’s scope of work and reiterating the benefits for EuroMed countries of accessing and applying UNECE legal instruments.

49. In August 2013, the Belarus Government asked the Transport Division for assistance in evaluating the existing potential of their transport and logistics system and for the Division’s contribution to the better integration of the Republic of Belarus in international supply chains. The report Review of the Transport and Logistics system of the Republic of Belarus was published in May 2014 and served as the basis for a national capacity-building round table held in Minsk.

## **M. Developments in International Transport Standards and Legislation**

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

50. In 2014 two new United Nations Vehicle Regulations annexed to the 1958 Agreement and aimed at improving vehicles’ safety and environmental performance entered into force, while a following two were adopted:

- the new Regulation No. 132 on Retrofit Emission Control Devices (REC) for heavy-duty vehicles, agricultural and forestry tractors and non-road mobile machinery equipped with compression ignition engines, provides better protection of the environment by retrofitting vehicles in use with REC devices to upgrade them according to more stringent pollutant emission levels. It has been applied by fifty countries, including those of the EU;
- the new UN Regulation No. 133 on motor vehicles with regard to their reusability, recyclability and recoverability, facilitates the possibility to reuse, recycle or recover equipment, parts and materials of vehicles after their end of life. It has been applied by fifty countries, including those of the EU;
- the new UN Regulation on Hydrogen and Fuel Cell Vehicles (HFCV), adopted at the November 2014 session of WP.29, provides the safety performance requirements of HFCV with regard to their compressed hydrogen storage systems;
- the new UN Regulation on Pole Side Impacts (PSI), adopted at the November 2014 session of WP.29, results in more stringent safety performance requirements for vehicles in case of lateral impact with a pole obstacle.

51. Existing UN Regulations were also updated with seventy amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing both the safety and environmental performance of vehicles. Among these, WP.29 adopted in June 2014 an amendment to UN Regulation No. 127 (Pedestrian Safety) of the 1958 Agreement, which sets test requirements for the design of more pedestrian friendly car bodies and the mitigation of injury.

52. Also in 2014, WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assist systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. For this purpose, WP.29 decided to refocus some of its resources to reflect and efficiently address the rapid technological development on this matter. At its November 2014 session, WP.29 endorsed a roadmap addressing the challenges linked to vehicle automations.

53. Additionally in 2014, the first phase of Worldwide harmonized Light vehicle Test Procedures (WLTP) was adopted at WP.29 level in March 2014. It was established in the global registry on 12 May 2014 as global technical regulation No. 15. The new WLTP test cycle better reflects real traffic conditions and provides more accurate information on fuel consumption and CO<sub>2</sub> emissions for both regulators and the consumer. Essentially when a consumer is shopping for a car, the listed kilometres per litres value will be far more accurate as a result of this new test. It is expected to replace in the near future the existing test cycle, called the New European Driving Cycle (NEDC), also for the purpose of pollutant exhaust emissions testing.

54. In November 2014, WP.29 concluded several years of work on the harmonization of the technical requirements for the construction and the performance of tyres. A new global technical regulation on tyres was adopted in November 2014.

55. The WP.29 and its subsidiary bodies are continuing to develop a number of technical elements and test procedures that could further improve the application of this new regulatory text.

## **N. TIR**

56. At the time of writing, the most important issues regarding The Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention) are:

- the tender procedure for the selection of a national guaranteeing association in the Russian Federation is still underway;
- the Federal Customs Service of the Russian Federation extended their agreement with the current national guaranteeing association (ASMAP) to continue acting as a national guaranteeing and TIR Carnet issuing association until 28 February 2015;
- from October 2014 customs offices in Ukraine have been instructed by the State Fiscal Service to no longer accept the guarantee under cover of TIR Carnets issued by ASMAP Russia.

57. The problems started in July 2013 when the Federal Customs Service (FCS) of the Russian Federation announced that, as per 14 September 2013, it would no longer accept the guarantee of the TIR Carnet but would require that TIR operators obtain a separate, national guarantee for transports to, from and through the Russian territory. All TIR competent bodies, such as, in particular, the TIR Administrative Committee (AC.2) and its TIR Executive Board (TIRExB) have repeatedly stated that the FCS measures are in breach of the provisions of the TIR Convention. In 2014 the situation did not improve.

58. The Federal Customs Service of the Russian Federation announced in 2014 that the guarantee agreement with the national guaranteeing association would be terminated and a new national guaranteeing association should be selected via tender procedure. This tender is yet to be finalized.

59. The finalizing of the tender and the adoption of some of the amendments to the TIR Convention could possibly lead to a full restarting of the TIR Convention in the Russian Federation in the future, considering that the Russian Federation has consistently reiterated its commitment to the TIR and its intention to remain an active Contracting Party.

60. The measure introduced by Ukraine in October 2014 was justified by the opinion that Russian ASMAP no longer fulfilled the criteria set out by the TIR Convention and, thus, could no longer deliver internationally valid guarantees. Ukrainian customs authorities said they would continue to accept TIR Carnets, but only as a customs declaration. Russian carriers would additionally need to acquire a guarantee to cover the transit on the territory

of Ukraine. This measure further raised uncertainties and tensions among Contracting Parties over the implementation of the TIR Convention and entailed the active engagement of the TIR secretariat and the relevant bodies of the Convention in resolution of the crisis.

61. Thus, in 2014 the continued problems with the application of the TIR Convention in the Russian Federation and measures introduced by Ukraine overshadowed the successes of the TIR Convention.

## **O. Transport of perishable foodstuffs**

62. 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 deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically without posing a danger to human health. It also helps countries avoid wasting food through spoilage.

63. Some 48 countries are Contracting Parties to the ATP, including Morocco and Tunisia outside of the UNECE region. The ATP is also being promoted to other countries in the Mediterranean region such as Algeria and Jordan.

64. In 2014, Morocco participated for the first time in the Working Party on the Transport of Perishable Foodstuffs (WP.11), the body responsible for administering the ATP. The ATP is focused on international transport but an increasing number of countries also transpose ATP provisions into their domestic legislation for refrigerated transport.

65. Amendments to the ATP to improve the certification procedure for ATP equipment entered into force on 13 November 2014 and comments have been included in the ATP Handbook on the placement of temperature measuring and recording instruments to ensure that the correct temperatures are met at all times during the carriage of deep-frozen foodstuffs.

66. At its session in 2014, WP.11 adopted comprehensive new testing provisions for equipment that can be used for both cooling and heating and agreed to ban the use of insulated equipment with non-rigid walls (curtain-sided bodies) after an adequate transitional period.

## **P. Transport of Dangerous Goods and Classification and Labelling of Chemicals**

67. The United Nations has developed mechanisms for the harmonization of classification criteria of chemicals by types of hazard and the related communication tools (labels and safety data sheets) as well as for the harmonization of transport conditions for all modes. These are the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) and the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, which is commonly referred to as the “Orange book”.

68. The United Nations Recommendations on the Transport of Dangerous Goods adapts the GHS into a transport context, and addresses the transport conditions that are relevant for all modes, such as the listing of dangerous goods, packing, labelling, emergency response, and carriage in portable tanks and provides in the Manual of Tests and Criteria testing methods for physical hazards.

69. In 2013, the UNECE secretariat had published the fifth revised edition of the GHS, the 18th revised edition of the United Nations Recommendations on the Transport of

Dangerous Goods, Model Regulations and Amendment 2 to the 5th revised edition of the Manual of Tests and Criteria.

70. In 2014, international organizations dealing with transport of dangerous goods regulations by various modes adapted the United Nations Recommendations into their legal instruments: The International Maritime Organization (IMO) released in 2014 the 2015 edition of the International Maritime Dangerous Goods Code (mandatory for the 159 Contracting Parties to the International Convention for the Safety of Life at Sea) while the International Civil Aviation Organization (ICAO) released the 2014–2015 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (mandatory for the 190 Contracting Parties to the Convention on Civil Aviation). The provisions contained in the revised editions of these legal instruments may be applied as from 1 January 2015.

71. At the regional level, the amended or new United Nations Recommendations were considered by the UNECE Working Party on the Transport of Dangerous Goods (WP.15) and were also discussed at its joint meetings with the Intergovernmental Organisation for International Carriage by Rail (OTIF) and with the Central Commission for the Navigation of the Rhine (CCNR). This led to the adoption of a series of amendments and the publication in 2014 of revised editions of 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). These updates, released as the 2015 editions of ADR, RID and ADN, will come into effect as of 1 January 2015.

72. The implementation of the United Nations Recommendations on the Transport of Dangerous Goods ensures harmonization between these major international legal instruments.

73. In addition to the regulations transposed from the United Nations Recommendations on the Transport of Dangerous Goods, ADR 2015 contains new and revised provisions specific to carriage by road, such as provisions for the use of additive devices for tanks and a revision of the contents of the instructions in writing to be carried in the vehicles.

74. The new amendments for the ADN include provisions for evacuating vessels in an emergency. They provide for several alternative means of evacuation. One of the alternatives is a “safe haven”. This is a module (fixed or floating) capable of protecting all persons on board against the identified hazards of the cargo for at least sixty minutes, during which time communication with emergency and rescue services is possible.

75. Amendments on the carriage of liquefied natural gas (LNG) as a cargo on board gas tankers have also been incorporated into ADN 2015. LNG requires special conditions, in particular control of the cargo temperature, which is very low, and the new amendments are aimed at ensuring that the temperature of the vessel’s structure does not fall below the minimum allowable material design temperature.

76. The ADN Administrative Committee issued several derogations authorizing the use of LNG as a fuel for propulsion instead of diesel on a trial basis for a number of inland navigation vessels carrying dangerous goods, consistent with policies aimed at preserving the environment and reducing emissions. Currently, only liquid fuels with a flashpoint equal to or above 55° C are authorized by the ADN.

77. The ADN Administrative Committee also adopted model checklists for dry cargo and tank vessels as required by Article 4 of the ADN to ensure that a representative proportion of consignments of dangerous goods carried by inland waterways are subject to monitoring.

78. The UNECE's work administering and making available the aforementioned legal instruments and recommendations contribute to the safe management of chemicals through their life cycle (production, storage, transport, workplace and consumer use). Many countries have developed national legislation for inland transport of dangerous goods fully or partially based on UNECE legal instruments. The same applies to transport of dangerous goods between countries and the members of some regions or common markets.

79. For example, the regulations applicable for domestic inland transport in Australia, Brazil, Canada, Malaysia and the United States of America are based on the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, while national regulations in Thailand are based both on the ADR and on the Model Regulations.

80. In Canada, legislative amendments to implement the GHS in the workplace received royal assent on June 2014. The amended legislation and regulations are expected to come into force on or before 1 June 2015. They will substantially harmonise Canadian classification and hazard communication for workplace chemicals with those of the United States of America and other countries that have already implemented the GHS.

### **Main Achievements in 2014**

- UNDA phase of ForFITS CO2 emissions project completed, manual available online. Tool already used in Georgia, Lithuania
- Group of Experts on unified railway law began their work
- Two new road safety expert groups established
  - Group of Experts on Improving Safety at Level Crossings
  - Group of Experts on Road Signs and Signals
- Regulation on Retrofit Emission Control Devices entered into force, with further two regulations on Hydrogen Fuel Cell Vehicles and Pole Side Impacts adopted
- First phase of Worldwide harmonized Light Vehicle Test Procedures adopted
- Climate Change Impacts and Adaptation for International Transport Networks study published
- Discussion paper on Diesel Engine Exhausts: Myths and Realities produced
- Methodology for master plan on high-speed trains approved
- New UN Global Technical Regulation on tyres adopted
- Some 70 vehicle regulations updated, including an amendment to UN Regulation No. 127 (Pedestrian Safety) of the 1958 Agreement, which sets test requirements for the design of more pedestrian friendly car bodies and the mitigation of injury
- Roadmap to deal with challenges of vehicle automations endorsed
- Comprehensive new testing provisions for equipment used to transport perishable goods adopted
- UNECE standards on transport of dangerous goods, specifically the Globally Harmonized System of Classification and Labelling of Chemicals (GHS), is officially to be implemented in Canada
- Republic of Belarus assisted by UNECE Transport in improving integration into international supply chains
- Paris Declaration adopted at 4th THE PEP high-level meeting
- International Maritime Organization adapted UNECE regulations on dangerous

goods into its legal instruments

- Five new countries became Contracting Parties to UNECE Transport legal instruments
- Diplomatic communication maintained in good spirit with all key stakeholders in TIR crisis

### **III. Goals for 2015 and beyond**

81. The ITC delivers on many projects each year while ensuring that logistical, environmental and health concerns are at the core of its future work. Building upon the successes of this year will require organic progression in the ITC's many timetabled projects, consolidation of the UNECE's legal instruments to keep up with fast-paced technological advances, outreach achieved in the promotion of policy dialogue and helping governments and agencies to achieve their own goals.

82. Ensuring that the potential benefits of the ForFITS model are disseminated to the greatest extent will again be a priority in 2015. Given the obvious positive effects that the model's implementation will have on countries' carbon footprints, it is the ITC's hope that more Governments will come forward seeking advice and assistance. It will be business as usual, however, in sharing with interested parties the ITC's expertise in all areas of inland transport facilitation.

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