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Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2017

2017 Draft Annual Report of the Sustainable Transport Division of the United Nations Economic Commission for Europe

Note by the secretariat

Summary

This document summarizes the achievements of the Inland Transport Committee (ITC) and the United Nations Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods (TDG) and the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

Some of the meetings of the subsidiary bodies of the Committee and of the ECOSOC Committee of Experts, take place towards the end of each year, thus, the draft annual report as submitted for translation in December may change before the Committee's session in February. Nonetheless, the secretariat wishes to make the draft as complete as possible. A complete version of the report, together with photos will be presented at the annual session of the Committee in an informal document.

In light of the increasing attention by the international community, and the United Nations in particular, on the achievement of the SDGs, the Committee may wish to

- **Welcome** the strengthened focus of the report on the link between the activities of the Sustainable Transport Division and the Sustainable Development Goals,
- **Comment** on the substance, as well as on the presentation of the issues, achievements and challenges and
- **Provide guidance** on improving the visibility of these results, as well as on the future use of the Annual Report

I. Introduction

1. The Sustainable Transport Division is secretariat to the ECE Inland Transport Committee (ITC), its 20 Working Parties, the ECOSOC Committees of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and to twelve treaty bodies that meet regularly to update and amend the United Nations legal instruments in their responsibility. In cooperation with the Transport Division of ESCAP, also services the United Nations Special Programme for the Economies of Central Asia (SPECAC) Project Working Group on Transport. The Division is the Executing Agency to the Trans-European Motorways (TEM) and the Trans-European Railway (TER) projects. The WHO Regional Office for Europe and the ECE Transport and Environment Divisions are secretariat to the Transport, Health and Environment Pan-European Programme (THE PEP). Since 1999, the Division provided extrabudgetary secretariat services to the TIR system. From May of 2015, the Division provided extrabudgetary secretariat services for the Secretary-General's Special Envoy for Road Safety of the United Nations.

2. ITC is a unique United Nations intergovernmental body dedicated to inland transport with the overarching goal of developing safe, efficient and environmentally friendly inland transport. The primary focus of ITC and its subsidiary bodies is the administration of 58 United Nations conventions, agreements and other legal instruments, which shape the international legal framework for inland transport on road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction. The activities consist of policy dialogues, regulatory work, analyses, capacity-building and technical assistance. The decisions of the Division have a direct impact on the daily lives of people and businesses around the world.

3. At the joint seventy-ninth session of ITC (21-24 February 2017, Geneva) and seventieth anniversary of the Committee, transport ministers from the ECE region and from contracting parties to conventions under the purview of ITC met at the ministerial meeting "Past and Future of the ECE Inland Transport Committee" to celebrate and to take stock of its past contributions, and to decide on its future mission.

4. The ministerial concluded with the signing of a resolution (ECE/TRANS/2017/2). ITC welcomed and endorsed the resolution "Embracing the new era for sustainable inland transport and mobility" and expressed a commitment to implement the decisions in the resolution.

5. Decisions of the ministerial resolution expressed the resolve that ITC:

(a) address the sustainable development of mobility and inland transport, particularly within the context of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (decision 2);

(b) pay special attention to promoting sustainable transport in addressing the challenges faced as a consequence of climate change (decision 3);

(c) improve traffic safety in all modes of inland transport and, in particular, to take concerted and effective action to reduce road fatalities by half by 2020 (decision 4);

(d) further integrate intelligent transport systems and automated driving in the work of the Committee and its subsidiary bodies, and to promote the digitalisation of transport documents first of all in international transport (decision 7); and

(e) work towards improved regional and intercontinental connectivity (decision 9).

6. Other highlights of the session included four high-profile side events: the Global Road Safety Film Festival; the ECE-UNEP Conference on the export of used vehicles; the High-Level Conference on Inland Water Transport; and the capacity-building workshop of the Islamic Development Bank and ECE on the United Nations transport conventions.
7. An exhibition and a brochure illustrated the 70-year history of the Committee.
8. ITC decisions were geared towards enhancing the Committee's impact on all transport-related Sustainable Development Goals, for example by inviting ITC Working Parties to consider revising their terms of reference to explicitly address transport-oriented Goals (ITC decision 6).

II. Environment and Transport

9. The ECE Environment and Sustainable Transport Divisions cooperate on the Environmental Performance Reviews (EPRs). Transport staff have actively prepared fact-finding missions and drafted reviews of the transport sectors for the countries in the EPR process. Analysis of the transport sector, which included analysis of possible transport policies with the use of ForFITS CO₂ emission model tool, was followed by conclusions and recommendations for the national authorities. Staff also participated in related capacity-building activities (December 2017, Tbilisi) with the participation of government officials from countries that underwent or were about to undergo EPR reviews, linking the analysis and recommendations in the transport chapter of the EPRs with the achievement of Sustainable Development Goals in the respective countries.. EPRs address primarily governmental officials, international financing institutions, intergovernmental and non-governmental organizations, civil society, researchers and the business sector.
10. Transport review, analysis and recommendation in the EPR chapters relate to Sustainable Development Goals 3, 9, 11, 12 and 13.

Transport, Health and Environment Pan-European Programme

11. The Transport, Health and Environment Pan-European Programme (THE PEP) relay race was re-launched in Paris as one of the main events to implement the Paris Declaration on Transport, Health and Environment. Also, the year 2017 was the 200th anniversary of the invention of the Draisine — an ancestor of the bicycle — in Mannheim, Germany. The city hosted THE PEP relay race on “Cycling and walking make THE Link - Transport, Health and Environment” on 21 September 2017. As is custom in THE PEP relay races, the workshop opened with the passing of a baton from representatives of the city of Vladivostok (Russian Federation), the venue of the previous relay race, to representatives of the city of Mannheim. As part of the relay race, the transport system of Mannheim was analysed for CO₂ emissions with the For Future Inland Transport Systems (ForFITS) tool.
12. The 2017 annual symposium of THE PEP focused on managing sustainable mobility and promoting a more efficient transport system: innovation and policy convergence as enablers of green and healthy transport. The symposium addressed challenges and best practices in:
 - (a) the management of mobility, keeping in mind the varied needs of different user groups;
 - (b) the deployment of advanced mobility management information systems based on information and communication technologies that alleviate traffic congestion in cities, reduce pollution and positively impact health;

(c) platforms based on information technologies that in turn enable innovative practices, e.g. car-pooling to car- and bike-sharing to seamless intermodal commuting; and

(d) sustainable corporate practices and mobility schemes which encourage green and healthy transport choices for company employees, and could have a measurable impact on the demand for mobility.

13 Activities under THE PEP relate to Sustainable Development Goals 1, 3, 5, 7, 8, 9, 10, 11, 12, 13, 15 and 17.

III. Capacity-Building and Technical Assistance

14. In 2017, the technical assistance activities of the Division involved capacity-building projects, advisory services and workshops, which aim to strengthen national capacities to accede to and implement United Nations legal instruments administered by ITC. The secretariat provided advice to member States on transport, co-organized workshops, and implemented capacity-building and subregional infrastructure developments projects. Two road safety capacity-building projects (SafeFITS and strengthening the national road safety management capacities of selected developing countries and countries with economies in transition) are expected to provide member States with the tools for further improving road safety. The SPECA Transport and Border Crossing Project Working Group meeting on September 2017 in Astana discussed: (a) how to achieve the Sustainable Development Goals of transport, regional connectivity, (b) transit and better integration of landlocked developing countries (c) strengthening the capacity of SPECA countries to improve national road transport and road safety statistics. This year, orientation to tangible results in the subregional infrastructure projects, i.e. Euro-Asian transport links (EATL), TEM and TER, were confirmed with studies and thematic workshops; regional transport cooperation (BSEC, EuroMED, SEETO) aimed to improve intermodal transport, connectivity, facilitate border crossing and promote transport cooperation and integration.

A. Euro-Asian Transport Links

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

16. Phase III provided a SWOT analysis and recommendations to improve the operational capacity and connectivity of the inland transport routes between Asia and Europe. Specifically, SWOT linked issues recognized as highly relevant to the development and operationalization of EATL inland routes, e.g. access to markets by landlocked developing countries, road transport connectivity, container block trains, railway reforms, harmonization and facilitation of procedures on inland routes, universal legal regimes or infrastructure. From the SWOT analysis, recommendations specified actions for governments, intergovernmental and non-governmental organizations and the business community on (a) transport policy making in general, (b) institutional reforms and trade facilitation, and (c) infrastructure improvements.

17. When undertaken, these actions will help improve the operational capacity and connectivity of the inland transport routes between Asia and Europe, and also help countries on the routes (including landlocked developing countries) progress towards achieving, as a minimum, the following Sustainable Development targets:

- (a) 8.1 by increasing trade facilitation by faster clearance of goods at borders and by achieving reliability and legal certainty for traders and operators;
- (b) 9.1 and 9.a by improving reliable infrastructure and creating regional and trans-border infrastructure networks;
- (c) 9.3 by upgrading available infrastructure, e.g. electrification of railways lines
- (d) 11.a by planning and developing transit infrastructure that connects rural and peri-urban areas to cities;
- (e) 17.14 by creating regionally coherent policies in trade facilitation and transit.

B. The United Nations Special Programme for the Economies of Central Asia (SPECA) Thematic Working Group on Sustainable Transport, Transit and Connectivity

18. The twenty-second session of the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) was held in Astana on 1 and 2 November 2017. The session was hosted by the Ministry of Investment and Development of Kazakhstan and coorganized by ECE and ESCAP. Representatives of Afghanistan, Kazakhstan, Turkmenistan and Tajikistan participated with the Islamic Development Bank. Topics were improvement of regional connectivity (infrastructure development, removing of bottlenecks), international transit (border crossing facilitation), transport statistics collection and road safety. All the topics addressed transport-related Sustainable Development Goals. The TWG adopted the programme of work for 2017-2018 with most of activities related to assistance to countries in Sustainable Development Goals achievement. The TWG-STTC encouraged SPECA member countries:

- (a) to further progress on accession to, and implementation of, United Nations transport conventions;
- (b) to further facilitate international road and rail transport; and
- (c) to take action to improve the robustness and reliability of statistics to monitor transport-related Sustainable Development Goals.

19. Back-to-back with the TWG-STTC session, the Ministry of Investment and Development of Kazakhstan and the Sustainable Transport Division organized the SPECA Workshop on transport-related Sustainable Development Goals (2-3 November 2017). It gathered almost 50 representatives from SPECA member countries, i.e. Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, and Belarus, the Russian Federation and Serbia, as well as ESCAP, ECE, United Nations Development Program of Kazakhstan, International Transport Forum, World Bank, Asian Development Bank and Islamic Development Bank. The aim of the workshop was to strengthen transport-related Sustainable Development Goals knowledge of SPECA and East-European countries. As such, the workshop helped participants understand how the Goals affect their day-to-day business and how they can benefit from the activities related to the Goals. A key aspect of the workshop was the exchange of information and experiences of the participants in relation to gathering information for, and reporting on, the transport Goals. SPECA countries presented current situation in road safety and road transport and success stories in transport data collection and dissemination.

20. Activities of SPECA TWG-STTC strive to contribute towards the achievement of Sustainable Development Goals 3, 9 and 11.

C. Trans-European Motorway (TEM) and Trans-European Railway (TER) projects

1. TEM activities in 2017

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

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

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

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

2. TER activities in 2017

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

26. The report on the TER High Speed Rail Master Plan Phase I was presented, finalized and approved after comments submitted by members of the Steering Committee were incorporated.

27. The TEM and TER project activities are related to Sustainable Development Goals 3 and 9.

IV. Road Transport

28. In sprawling cities and rural areas, cars, large road vehicles and highways are a primary means of personal and commercial transport. Motorization has outpaced the supply of new or expanded roads, and traffic congestion is a problem in large cities. With six out of ten people expected to be urban dwellers by 2030, the negative impacts of urbanization are expected to spiral unless they are addressed.

29. In addition to constructing new roads, governments in the ECE region are investing in improved public transport networks. These approaches align with Goal 9 (Industry, Innovation and Infrastructure) and Goal 11 (Sustainable Cities and Communities) of the 2030 Agenda for Sustainable Development. Target 9.1 seeks to develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all. Target 11.2 is about providing access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons by 2030.

30. Technological advances in recent times have not been restricted to artificial intelligence and vehicle automation. The computerization of processes, procedures and documents also occurs at a rapid rate. Target 8.2 of the decent work and economic growth goal of the 2030 Agenda for Sustainable Development is about achieving higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors.

31. Over the years, ECE through of the Working Party on Road Transport (SC.1) has promoted the development and facilitation of international transport by road of goods and passengers. In 2017, we facilitated the renewal or continuation of focus and commitment in the following areas:

(a) European Agreement on Main International Traffic Arteries (AGR)

- Entry into force on 5 December 2017 of amendments to the AGR proposed by the Governments of Norway to extend E134 to Vassum via Drøbak, and the Governments of Finland and Norway to extend E45 from Karesuando (Sweden) through Kaaresuvanto, Palojoensuu, Hetta (Finland), Kautokeino to Älta (Norway).

(b) Multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus)

- Agreement by SC.1 members to resume the work of completing the draft OmniBus Agreement in 2018.

(c) Convention on the Contract for the International Carriage of Goods by Road (CMR) of 1956 and the Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR) of 2008

- A special e-CMR session was organized by ECE in cooperation with the International Road Transport Union (IRU) during the 112th session of SC.1 to take stock and map future directions in the development of electronic consignment notes. The session was well received and a follow-up session in 2018 will be organized.

V. Road Safety

A. Safe Future Inland Transport Systems

32. In 2017, the Sustainable Transport Division worked on two Technical Assistance projects in road safety: one with a strong emphasis on technical assistance and institutional capacity-building, and another focusing on understanding and modelling substantive road safety policy issues.

33. The road safety model “Safe Future Inland Transport Systems (SafeFITS)” aimed to facilitate knowledge-based transport policy decision-making related to road casualty reduction. SafeFITS was planned primarily to assist governments and decision makers, both in developed and developing countries, to decide on the most appropriate road safety policies and measures to achieve tangible results in improving road safety. The model is based on historical road safety data and on relations between several road safety parameters, and it is expected to provide information on results of different road safety scenarios based on the chosen policies and measures.

34. To provide feedback on the SafeFITS model and discuss road safety statistics and modelling, ECE and IRU, organized a SafeFITS round table (30 June 2017, Geneva) for prominent representatives of the road safety scientific community, international organizations, academia, international financial institutions, etc. During the round table,

two renowned road safety experts presented SafeFITS peer review reports. Participants concluded that much better global road safety data collection and dissemination is warranted and recommended updating of the draft SafeFITS model.

35. During the summer of 2017, the initial version of the web-based application was finalized and ready for testing. Pilot tests in Albania and Georgia tested and fine-tuned (before publishing on the ECE website) the application. In that sense, SafeFITS tested recommendations defined in the “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” project, and attained synergy between two ECE-led projects. After the pilot tests and adjustments is the full operation phase, then SafeFITS will be available to the public.

36. Annual or biannual revision of all SafeFITS components (database and statistical models) should take place, to incorporate any new developments in the road safety field and to take advantage of the benefits of increasingly reliable data as it becomes available.

37. SafeFITS activities are related to target 3.6, and Goal 11.

B. Road Safety Performance Reviews supported by the United Nations Development Account

38. The project aims to help governments strengthen management for national road safety capacity, and to effectively address and improve national road safety records. The most critical road safety aspects and priority needs in beneficiary countries are identified in national Road Safety Performance Reviews (RSPR). From the findings, capacity-building national workshops provide further training on the relevant priority areas identified in the reviews. A second round of capacity-building workshops tackles accession and implementation of United Nations road-safety related legal instruments in the areas identified in the reviews. In this respect, the project will assist countries (Albania, the Dominican Republic, Georgia and Viet Nam) to enhance national management capacities for road safety. Furthermore, the project will help countries to raise public awareness on road safety issues and sensitize public and non-governmental sectors on the need to set ambitious road safety targets and adopt specific measures to meet them.

39. The ECE Sustainable Transport Division leads the project in cooperation with ECLAC and ESCAP. In 2016, fact-finding missions were carried out, national teams were established in all four countries, and the preparation of RSPRs was initiated. In 2017, teams of national consultants were engaged to prepare draft national RSPR reports. Based on the priority areas, capacity-building workshop were held in Hanoi (12-13 January 2017) and Ho Chi Minh City (16-17 January 2017) in Viet Nam. In addition, consultative meetings on the main findings of the RSPR in Viet Nam and capacity-building workshops on road safety audits were held from 12 to 20 June 2017 in Hanoi and from 19 to 27 June 2017 in Ho Chi Minh. Based on the preliminary RSPR findings, a capacity-building workshop was held in Kachreti, Georgia on 26-27 April 2017. A capacity-building national workshop on sustainable mobility, logistics and road safety in the Dominican Republic (19-20 April 2017) held sessions dedicated to United Nations road safety legal instruments and policy dialogue on the RSPR findings. The national capacity-building workshops in Albania and the Dominican Republic, and presentation and publishing of RSPR in all beneficiary countries were to be finalized by November 2017, and the project to be completed in December 2017.

40. This United Nations Development Account (UNDA) financed project is complemented by the Special Envoy-sponsored RSPR in Africa (Cameroon and Uganda), as part of the ongoing cooperation between ECE, the Special Envoy and ECA. The RSPR also included the WHO Emergency Care System Assessment, which helps to assess a

national or regional emergency care system, and to identify gaps and set priorities for system development. With representatives from Albania and Georgia, road safety stakeholders from Cameroon and Uganda actively participated in the workshop on United Nations transport legal instruments – a tool for better Road Safety Management (5-7 July 2017, Geneva).

41. The objective of UNDA is to fund capacity development projects in the priority areas of the United Nations development agenda that benefit developing countries and countries with economies in transition. The projects serve as a natural extension to the normative and policy activities of the Regional Commissions and match perfectly with the Sustainable Transport Division technical assistance activities. Knowing that capacity-building, technical assistance and exchange of best practices are of utmost importance for countries with economies in transition, the Sustainable Transport Division will continue to submit project proposals for future UNDA financing.

42. Activities in the UNDA RSPR project relate to target 3.6, and Goal 11.

C. United Nations Secretary-General's Special Envoy for Road Safety

43. In response to the global road safety crisis, the United Nations Secretary-General Ban Ki-moon announced on 29 April 2015, the appointment of Mr. Jean Todt as his Special Envoy for Road Safety. The Special Envoy's mandate includes helping to mobilize sustained political commitment, raising awareness of and advocating for accession to United Nations road safety conventions, and advocating for adequate funding for global road safety.

44. For a full report of the Special Envoy's activities, see ECE/TRANS/2018/11.

45. Activities of the Special Envoy for Road Safety are aligned with two targets of the 2030 Agenda for Sustainable Development. The first is target 3.6 that calls for halving of the number of global deaths and injuries from road traffic crashes by 2020. The second is target 11.2, which aims to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

D. Road Safety Regulatory achievements

46. Ensuring safe, efficient, secure and sustainable transport is something many take for granted. Few stop to think why road networks function the way they do. However, the growing number of vehicles, drivers and passengers on the road, as well as burgeoning domestic and international trade and movement of cargo, underline the critical task of ensuring global road safety. Throughout 2017, ECE continued to work on this critical issue. Its work aimed to contribute towards achieving the goals of the United Nations Decade of Action for Road Safety and the newly agreed stand-alone road safety target 3.6 of Goal 3 (Health) of the 2030 Agenda for Sustainable Development. With this target in mind, ECE worked within the context of its Road Safety Action Plan with 11 specific goals related to the five pillars of the United Nations Decade of Action.

47. Against this background, the main accomplishments of ECE in the area of safety in 2017 are as follows:

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

- Review of some 5,000 road signs and signals along the roads of the contracting parties assisted by a ECE developed web platform;
- Formulation of more than 130 recommendations aimed at improving the convention and enhancing its implementation;
- The near final development of e-CoRSS (electronic Convention on Road Signs and Signals).
 - (b) Group of Experts on Safety at Level Crossings:
 - Endorsement of the final report by its parent body, the Global Forum for Road Traffic Safety (WP.1).
 - (c) European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport:
 - Formal request from the Government of Lebanon for an amendment proposal to allow the accession of Lebanon to the AETR agreement;
 - Agreement by the AETR Group of Experts to consider an amendment proposal for a new Appendix 1C on smart tachographs at their meetings in 2018.

VI. Analytical activities and related publications

A. Analytical Work and Capacity-building activities

48. In 2017 the ITC Working Party on Transport Trends and Economics (WP.5), the think tank of the Sustainable Transport Division continued to work on the:

- (a) Preparation, with THE PEP, of the Pan-European master plan for cycling;
- (b) Development of an international transport infrastructure observatory for Asia and Europe in a Geographical Information System (GIS) environment to monitor developments on transport infrastructure in the ECE region, and of new projects in cooperation with Islamic Development Bank;
- (c) Strengthening of connectivity in countries of South and Central Asia, particularly landlocked and least developed countries, to link with subregional and regional transport and trade networks in cooperation with ESCAP;
- (d) Capacity-building workshops during the session of Working Party on Transport Trends and Economics on “Transport Infrastructure Corridors along Asia and Europe” and on “Mobility as a Service”;
- (e) Preparation of the publication “Transport trends and economics for 2016: Innovative tools for financing transport infrastructure” and it took the decision that the next publication will be on “Mobility as a Service”.

49. Activities of WP.5 relate to Goals 1, 2, 3, 4, 6, 7, 9, 10, 11, 12 and 13.

B. Group of Experts on Climate Change Impacts and Adaptation on Transport Networks and Nodes

50. The Group of Experts:

- (a) Established inventories of transport networks in the ECE region that are vulnerable to climate change impacts, including a hot spots map;

(b) Used, or will develop, models, methodologies, tools and good practices to address potential and/or extreme hazards (e.g. high temperatures, floods) in selected inland transport infrastructure in the region;

(c) Compiled case studies on the potential economic, social, and environmental consequences of climate change impacts.

51. Activities of the Group of Experts relate to Goals 9, 11 and 13.

C. Group of Experts on Benchmarking Transport Infrastructure Construction Costs

52. The Group of Experts:

(a) Identified models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs;

(b) Identified terminology used in the ECE region for the construction costs of inland transport infrastructure, and if possible will create a glossary of agreed terminologies and explanations;

(c) Collected and analysed data to prepare a benchmarking of transport infrastructure construction costs throughout the ECE region for each inland transport mode — road, rail, inland waterways — including intermodal terminals, freight/logistics centres and ports.

53. Activities of the Group of Experts relate to Goals 9, 11 and 12.

VII. Transport Statistics

54. During 2017, the Working Party on Transport Statistics (WP.6) continued to discuss the role it can play in relation to the 2030 Agenda for Sustainable Development. Discussions also continued on the next revision of the Glossary for Transport Statistics, which will be finalized in the coming years. The “UNECE 2017 Inland Transport Statistics for Europe and North America” was published in June 2017.

55. During its sixty-eighth session in June 2017, WP.6 held a workshop on data sources for rail statistics, “Promoting Data Quality in Rail Statistics: Sharing Country Practices”. The workshop was the first in a series of ECE workshops on transport statistics. The workshop consisted of presentations from national statistics offices, transport ministries and international rail organizations, and concluded with a discussion between all workshop participants. The workshop was a useful step in increasing the sharing of information between different rail data providers and users, and it should be viewed as part of the ongoing conversations that ECE will continue to foster on this topic. ECE has plans with the aforementioned revision of the Glossary for Transport Statistics and with the activities of other relevant Working Parties to continue to promote communication and collaboration between countries on rail statistics data collection.

56. Finally, a workshop was organized from 1 to 3 November 2017 in Astana, in conjunction with the annual meeting of the SPECA Transport Working Group aimed at building capacity in SPECA countries. The theme was gathering and disseminating road transport and road safety statistics. The workshop programme envisaged an extensive exchange of best practice between the participating countries, and a number of presentations from the secretariat on how best to gather and disseminate transport statistics.

57. The activities within the framework of WP.6 contribute to:

- (a) Target 3.6 - collect data on 3.6.2 (road safety);
- (b) Target 9.1 - collect data on 9.1.2 (passenger and freight volumes);
- (c) Target 11.2 - provide data relevant to 11.2.1 (accessibility to public transport).

VIII. Rail Transport

A. Increasing efficiencies in rail transport

58. Activities of the Working Party on Rail Transport continued devoting considerable attention to increasing efficiency and achieving the Sustainable Development Goals. This year saw the adoption of further modifications to the European Agreement on Main International Railway Lines (AGC) and continued cooperation with the ECE centre of excellence on Public-Private Partnerships. As part of the ongoing work on reviewing railways, a workshop was held on railway reform across the ECE region and a publication was subsequently prepared on the basis of the workshop and of previous interventions.

59. Following the creation of the rail security observatory in previous years, the online platform for this activity was updated and launched, allowing member States and other stakeholders to use the tool to share best practices. Further discussion on rail security followed, focusing on how to make infrastructure and operations secure.

60. Updated rail productivity indicators were published in 2016, and the Working Party discussed the information that had been received from member States with a particular focus on increasing efficiency in the sector.

61. These activities impact on efforts towards realizing targets in Goals 8, 9 and 11.

B. Group of Experts towards Unified Railway Law

62. To increase the effectiveness of rail transport between Asia and Europe, the Group of Experts on Unified Railway Law, during its mandate, prepared legal provisions on the contract of carriage and, in particular, on rights and obligations of the parties to the contract of carriage, documentation, liability, assertion of claims and relationship among carriers of a unified railway law. It took into consideration good practices already being implemented by the CIM-COTIF Convention, the Agreement on International Goods Transport by Rail (SMGS) Agreement and other international transport conventions. The Group also prepared the main principles of an appropriate management system for unified railway law.

63. In 2017, the Group focused on the:

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

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

64. Activities of the Group of Experts relate to Goals 9 and 11.

C. New Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage

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

IX. Inland Water Transport

A. International high-level events and the 2030 Agenda for Sustainable Development

66. In 2017, activities of ITC and its subsidiary bodies, the Working Party on Inland Water Transport (SC.3) and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) addressed the main challenges and opportunities for inland water transport.

67. The High-Level Conference “Steering towards the 2030 Sustainable Development Agenda: The role, challenges and opportunities for inland water transport” was held on 22 February 2017 during the seventieth anniversary of ITC. It highlighted the initiatives to improve the role of inland water transport and the opportunities for its development at the global level: exchange of best practices, promotion of the intermodality of inland water transport operations, and effective response to new market requirements.

68. An international conference on inland waterway transport, “Connecting by inland navigation”, will be organized jointly by the Ministry of Maritime Economy and Inland Navigation of Poland and ITC in Wroclaw (18-19 April 2018, Poland). An ad hoc group established within the framework of SC.3, prepares the conference, and in particular, the draft of a ministerial declaration.

69. These activities, in the global framework, are linked to Sustainable Development Goals 8, 9, 11, 13 and 14.

B. Regulatory developments

70. In 2017, SC.3 adopted amendments to the European Agreement on Main Inland Waterways of International Importance (AGN). These amendments follow up the ongoing work by member States to develop the European inland waterways of international importance, and are supported by an increasing number of contracting parties to AGN, which is at 19 following the accession of Poland in 2017. The adoption of the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book) was released in 2017, and contributes to the amendments. This activity is in line with Sustainable Development Goals 8, 9 and 11. The updated information is available in the online Blue Book database (www.unece.org/trans/main/sc3/bluebook_database.html).

71. SC.3 adopted the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network as Resolution No. 87.

72. SC.3 and its subsidiary bodies continued efforts to implement and update the fifth revised edition of the European Code for Inland Waterways (CEVNI) that corresponds to Sustainable Development Goals 7, 9, 11. Activities include:

(a) Amendments to CEVNI 5, including new provisions for vessels using Liquefied Natural Gas (LNG) as a fuel, which were adopted as Resolution No. 88;

(b) The revision of the Signs and Signals on Inland Waterways (SIGNI) on the basis of CEVNI 5, the Guidelines for Waterways Signs and Marking and new developments in member States. Work will continue in 2018;

(c) An update of the document on the implementation of CEVNI by member States and River Commissions;

(d) The workshop “European Code for Inland Waterways: The implementation and the way ahead” held at the sixty-first session of SC.3. It emphasized that ensuring harmonized standards for navigation safety was the main practical value of unified navigation rules for inland waterways. Discussions were on ways of introducing the CEVNI provisions into national legislation, its value for assessing the professional competencies of boatmasters, and possible ways for making the Code more viable and further developments.

73. In response to Sustainable Development Goals 9 and 11, SC.3 and SC.3/WP.3 continued work on harmonizing technical prescriptions for inland navigation vessels in the Annex to Resolution No. 61, revised, at the pan-European level, in particular, with the European Standard laying down Technical Requirements for Inland Navigation Vessels (ES-TRIN), regulations of River Commissions and national law. The Working Parties also addressed best practices in supervising floating objects and berthed vessels, and the modernization and retrofitting of older fleet.

74. Recreational navigation contributed to Sustainable Development Goals 8, 9 and 12; SC.3 adopted amendments to Resolution No. 40, International Certificate for Operators of Pleasure Craft (ICC), and revised the guidelines on the application of Resolution No. 40. The Working Party continued work on the online database of ICC specimens (see www.unece.org/trans/main/sc3/icc_resolution_40.html).

C. Expert Groups

75. The CEVNI Expert Group held its twenty-fifth and twenty-sixth meetings on 13 June and 3 October 2017. The Group considered proposals for amendments to CEVNI, aligning the provisions of CEVNI and SIGNI and possible updating of CEVNI on the basis on recent developments in River Commissions.

76. The tenth meeting of the Group of Volunteers on Resolution No. 61 was held on 2 and 3 October 2017. The Group finalized the chapters on specific requirements applicable to craft navigating on navigation zones 3 and 4, craft equipped with propulsion or auxiliary systems operating on fuels with a flashpoint equal to or lower than 55° C, and equipment for the treatment of domestic waste water. It discussed further work on the harmonization of technical prescriptions for inland vessels in Resolution No. 61 with Directive 2016/1629 of the European Parliament and of the Council of 14 September 2016, and with the ES-TRIN standard. The Expert Group started preparing the consolidated text of the Annex to Resolution No. 61.

77. Following the decision of SC.3, a new Informal Working Group on Recreational Navigation was established and held its first meeting on 2 and 3 August 2017 in Geneva. The activities of the Group will focus on the scope of application of Resolution No. 40; on issuing and recognizing ICC, particularly on European inland waterways; on promoting

Resolution No. 40 and water tourism, and on best practice in training and certification of operators of pleasure craft and related issues.

D. Capacity-building

78. A workshop on technical prescriptions for vessels was held on 15 February 2017 at the fiftieth session of SC.3/WP.3. It addressed the present situation and recent developments in the field of technical prescriptions for inland navigation vessels, exchanged best practices and recent developments, and identified needs and challenges for member States, the European Union and River Commissions. Topics were:

- (a) Existing strategies, regulatory frameworks and technical regulations for vessels in the European Union, the Rhine, the Danube and the Sava basins as well as the Black Sea, the Azov Sea and Caspian coastal routes;
- (b) New types of vessels using LNG as a fuel, river-sea vessels; and
- (c) Challenges for existing fleets that could be addressed at the pan-European level.

79. The workshop “Inland waterways and ports: Bridges to intermodality” was held on 14 June 2017 at the fifty-first session of SC.3/WP.3. It highlighted the role of inland waterways as a key element in intermodal supply chains, facilitated the attractiveness of the sector in the market, strengthened links between inland water transport and other transport modes and strengthened the role of E ports in the context of AGN, and contributed to Sustainable Development Goals 8, 9 and 11. Further consideration was proposed for:

- (a) Ensuring the appropriate navigation conditions on main navigable rivers and addressing climate change;
- (b) Ensuring high-quality infrastructure and the development of inland waterways of international importance, while paying attention to good intermodal connections;
- (c) Reducing congestion and addressing environmental challenge by increasing the modal shift to inland water transport;
- (d) Promoting innovations, the digitalization and responding to new market requirements, and other relevant issues.

X. Intermodal Transport

80. Intermodal transport continued to be a key factor in ensuring that freight transport meets the requirements of the 2030 Agenda for Sustainable Development. Following the 2016 workshop on how innovation in intermodal transport can contribute to sustainable development, the 2017 workshop focused on railways and computerized documents contribution to intermodal transport.

81. Further work was undertaken to modernize the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). In addition, work began on the preparation of guidelines for developing national logistics master plans, on the preparation of a study on intermodal terminals, and on the implementation of the code of practice for the Packing of Containers (the CTU Code).

82. Activities relate to Sustainable Development Goals 9 and 11.

XI. Border Crossing Facilitation and the TIR

A. Geographical expansion

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

B. Increased transparency

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

C. Support the training of customs officials in the implementation of the TIR procedure

85. Participation of the TIR secretariat at national, regional or global seminars, such as, but not limited to:

- (a) Workshop on the World Customs Organization (WCO) transit guidelines (23-27 January 2017, La Paz);
- (b) High-Level Meeting for the Euro-Asia Region on Improving Cooperation on Transit, Trade Facilitation and the 2030 Agenda for Sustainable Development (7-9 March 2017, Hanoi);
- (c) Seminar on the automation of transit procedures and electronic exchange of data in the context of trade facilitation (19-20 April 2017, Istanbul);
- (d) Workshop on the regional computerized TIR corridor (11-12 May 2017, Batumi);
- (e) Regional Awareness-Raising Workshop on the main United Nations Road Transport Legal Instruments (4 July 2017, Brussels);
- (f) WCO Global Conference on Transit (10-11 July 2017, Brussels);
- (g) Fifth meeting of the Inter-Agency Coordination Group on the follow-up and implementation of the Vienna Programme of Action for the Landlocked Developing Countries (LLDCs) for the Decade 2014-2024 (3-5 October 2017, New York).

D. Computerization of TIR

86. Computerization of the TIR procedure gained further momentum in 2017, particularly in financing. The ECE-IRU eTIR pilot project between Iran (Islamic Republic of) and Turkey successfully concluded in February 2017 and led to the signature, on 26 September 2017, of a 5-year Memorandum of Understanding (MoU) on cooperation between ECE and IRU in the field of computerization of the TIR procedure. The MoU is supplemented by a Contribution Agreement (CA) towards enhancement of the full computerization of the TIR procedure, signed on the same date and for the same duration. The CA should support the funding of ECE activities in eTIR, such as the continuous improvement and maintenance of the eTIR international system. Furthermore, at the October 2017 session of the Working Party on Customs Questions affecting Transport (WP.30), IRU confirmed its readiness to amend the CA if more funds would be required to ensure the rapid development and deployment of new functions of the eTIR international system that were requested by Contracting Parties participating in eTIR projects.

87. The eTIR pilot project between Georgia and Turkey is still in progress. Efforts will be made to integrate this project into the overall endeavour to fully computerize the TIR procedure.

88. The Group of Experts on the Legal Aspects of Computerization of the TIR Procedure (GE.2) finalized its work and presented a first draft to WP.30 of the new Annex 11. It introduces the legal provisions of computerization into the text of the TIR Convention. The Annex will be optional, thus, allowing countries not yet ready to fully incorporate computerization to continue with the paper-based TIR system until that time in the future when they decide to opt-in.

E. Harmonization Convention

89. In 2017, efforts to develop a new annex to the Harmonization Convention on border crossing procedures at seaports continued. Whereas various delegations continued to advocate the relevance of the new draft proposals, particularly for hinterland connections within the supply chain, other delegations stated that they questioned the added value of draft Annex 10, in particular, in view of the existing Convention on Facilitation of International Maritime Traffic of the International Maritime Organization, and warned that a new annex could lead to legal confusion or, even, contradiction. In conclusion, it was established that, while fully respecting the clear request from ITC and with due respect to all the efforts undertaken so far in preparing a suitable draft, the declaratory and repetitive nature of the text led to the conclusion that there was insufficient support among the participants of WP.30 to continue this exercise.

F. Passenger Rail Transport

90. Although parties could still not reach consensus about the necessity to develop a new convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, consensus was established on its text, including final clauses. It is expected that WP.30 will adopt the text at its February 2018 session, for subsequent endorsement by ITC at its 2018 annual session.

G. Link with the 2030 Agenda for Sustainable Development

91. Border crossing facilitation and TIR Convention-related activities are linked to achieving targets of Sustainable Development Goals 9, 12 and 17.

XII. Latest Developments in Vehicle Regulations

A. 1958 Agreement

92. In 2017, five new United Nations Vehicle Regulations aimed at improving vehicle safety and environmental performance entered into force:

(a) UN Regulation No. 139 on Brake Assist Systems, adopted at the June 2016 session of WP.29 on higher safety level in case of emergency braking;

(b) UN Regulation No. 140 on Electronic Stability Control, adopted at the June 2016 session of WP.29 on automatic counteractions by the system in case of driving manoeuvres where the driver seemed to lose control of the vehicle;

(c) UN Regulation No. 141 on Tyre Pressure Monitoring systems, adopted at the June 2016 session of WP.29 on increased safety, lower fuel consumption and less GHG emissions in case of lowered inflation pressure of individual tyres of a vehicle;

(d) UN Regulation No. 142 on tyre installation, adopted at the June 2016 session of WP.29 on the safety performance requirements for vehicles related to the use of the appropriate tyres;

(e) UN Regulation No. 143 on Heavy Duty Dual-Fuel Engine Retrofit Systems, adopted at the November 2016 session of WP.29 on the environmental performance requirements for the use of alternative fuels in addition to diesel.

93. Existing UN Regulations were updated by 107 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 March 2017 an amendment to UN Regulation No. 79 (Steering equipment) containing provisions for automatically commended steering functions with safety requirements and the corresponding testing procedures for lane keeping systems, corrective steering functions and remote controlled parking. These amendments are the first elements towards automated vehicle regulations.

94. Also in 2017, WP.29 continued to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles and, thus, to pave the way for future autonomous vehicles. The WP.29 Informal Working Group on ITS/Autonomous Driving focused its activities on:

(a) The preparation of a proposal of a harmonized definition of “automated driving technologies”;

(b) The determination of items to be addressed during the establishment of internationally harmonized regulations on automated driving technologies that would enable drivers to benefit from a higher degree of automation of the driving task; and

(c) The harmonized general guidelines for e-Security and e-Safety in motor vehicles, which were adopted as an annex to the Consolidated Resolution R.E.3.

95. On 14 September 2017, Revision 3 of the 1958 Agreement on type approval for vehicles, parts and components entered into force. The main objectives of Revision 3 consist of:

- (a) New provisions for the internationally recognised whole vehicle type approval “IWVTA” system;
- (b) The possibility for contracting parties to grant type approvals according to previous versions of UN Regulations;
- (c) An electronic Database for the Exchange of Type Approval documentation (DETA) between all the contracting parties to the agreement to be established at ECE;
- (d) Modification of the voting conditions for the adoption of new UN Regulations or their amendments to existing UN Regulations (i.e. currently a two-thirds majority); and
- (e) Review and strengthening of the current provisions with the aim to improve the functioning and reliability of the type approval procedures and the conditions for their mutual recognition, i.e. quality assurance assessment, certification and conformity of production procedures, the tasks, responsibilities and competences of involved parties and aspects related to enforcement such as ensuring market surveillance and safeguard measures.

96. Following the discrepancies between ECE member States on the financing of the hosting of DETA under the ECE regular budget during consultations prior to the 2017 Commission session, WP.29 decided to use extrabudgetary funding for DETA. For this, ECE contacted all Contracting Parties to the 1958 Agreement with a request for donations.

B. 1997 Agreement

97. In 2017, amendments to provisions for periodic technical inspections on environmental related elements (Rule No. 1), on the roadworthiness (Rule No. 2) were established.

98. A new Resolution R.E.6 on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement was adopted in March 2017.

C. 1998 Agreement

99. In 2017, WP.29 concluded several years of work on the new Global Technical Regulations:

(a) The new Global Technical Regulation No. 19 on an evaporate emission test in the Worldwide harmonized Light Duty Test Procedure, which was adopted at the June 2016 session of WP.29, established harmonized test procedures that allow the measurement of the crankcase and evaporative emissions, and then to reduce the emission of unburned fuel which are of a toxic nature;

(b) The amendment and adoption of Global Technical Regulations No. 1 (door locks and door retentions) and No. 15 (Worldwide harmonized Light Duty Test Procedure).

100. Special Resolution S.R.2, adopted at the June 2016 session of WP.29 was further implemented in its aim to reach higher transparency. The secretariat initiated the first steps by making the WP.29 website more user-friendly, and by amending the WP.29 rules of

procedures which will ease the procedure for NGOs, academia and civil society to attend sessions of the World Forum.

D. Link with the 2030 Agenda for Sustainable Development

101. Accession to United Nations vehicle agreements and adherence to annexed UN Regulations, Rules and Global Technical Regulations can contribute to progress in achieving targets 3.6, 3.9, 7.3, 9.1, 11.2 and 13.2 of the Sustainable Development Goals.

XIII. Transport of Dangerous Goods and the Classification and Labelling of Chemicals

102. Hazardous chemicals are regulated to enhance the protection of human health and the environment during their handling, transport and use. The United Nations has developed mechanisms that address the harmonization of classification and labelling criteria and the transport conditions for all modes of transport:

(a) To facilitate their identification and define the conditions to ensure their safe transport, handling and use, and

(b) To prevent, as far as possible, accidents to persons or property, damage to the environment, to the means of transport employed or to other goods.

103. 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. The ECOSOC Committee of Experts on the Transport of Dangerous Goods, and on GHS, to which ECE provides secretariat services, develops these mechanisms.

104. The work of ECE on administering and making available legal instruments as well as the related ECOSOC recommendations for transport of dangerous goods by all modes, and for the classification and labelling of chemicals, contribute to the safe management of chemicals throughout their life cycle (production, storage, transport, workplace and consumer use).

105. Implementation of transport of dangerous goods regulations based on the Model Regulations, and classification and labelling of chemicals in accordance with the GHS, ensure the safe transport, handling and use of hazardous chemicals. Thanks to these harmonization mechanisms, companies, countries, workers and consumers have consistent and appropriate information on the chemicals they import, produce, handle, transport or use, as well as information about their physical, health and environmental hazards throughout their life cycle. When the hazards posed by chemicals are properly identified and communicated, those who transport, handle or use them can undertake the appropriate measures:

(a) To protect themselves, by avoiding or minimizing exposure, thus consequently reducing the number of deaths and illnesses related to hazardous chemicals (Sustainable Development Goal 3, target 3.9); and

(b) To avoid or minimize release into the environment, thus reducing air, water and soil pollution and contamination and protecting water-related ecosystems (targets 3.9, 6.3, 6.6 and 14.1 of the Sustainable Development Goals)

106. Availability of consistent and appropriate information on chemicals (e.g. worldwide harmonized classification and labelling criteria and recommendations for their safe transport by all modes) allows countries to establish adequate infrastructures and take the

appropriate measures to control exposure to hazardous chemicals. These can include, for instance, transport restrictions (e.g. those concerning the passage of vehicles containing certain dangerous goods through road tunnels, or through densely populated areas), or construction of secured areas for temporary storage during transport. Application of these provisions, as recommended in the Model Regulations or in their related transport instruments, contribute to make cities and human settlements safe by improving road safety and reducing the number of deaths caused by disasters and accidents (target 3.6 and targets 11.2 and 11.5). It also strengthens the capacity of all countries, and in particular that of developing countries, for early warning, risk reduction and management of national and global health risks (target 3.d).

107. Given the extensive global trade in chemicals and other dangerous goods, harmonization of rules and regulations at national, regional and worldwide levels is also an important factor for trade facilitation:

(a) with the Model Regulation's system of classification, listing, packing, marking, labelling, placarding and documentation in use worldwide for the transport of dangerous goods, carriers, consignors and inspecting authorities benefit from simplified transport, handling and control and from a reduction in time-consuming formalities.

(b) with the worldwide harmonization of the classification criteria and hazard communication elements (labels and Safety Data Sheets) provided by the GHS, companies involved in international trade would not have to comply with divergent classification and labelling criteria from one country to another; and countries without an existing system for classification and labelling of chemicals have a model to be used as the foundation for their national systems.

108. Customs procedures and transport costs and delays are among the largest factors preventing developing countries from integrating into global value chains. Implementation of the above-mentioned instruments can improve trade facilitation in developing countries, thus contributing to their sustained, inclusive and sustainable economic growth without fostering their environmental degradation (targets 8.1, 8.2 and 8.4).

109. In order to address new challenges and to ensure the safety of people, property and the environment, these instruments are updated regularly in light of technical progress, the advent of new substances and materials or the exigencies of modern transport systems. Some examples of their reactivity to past and current challenges are:

(a) the provisions for the safe transport of lithium batteries (to keep pace with the increasing development and application of clean energy technologies);

(b) the provisions addressing safe transport of infectious substances (adopted at the time of the mad cow disease and more recently the Ebola outbreaks); or

(c) the security provisions for the transport of dangerous goods that have a potential for misuse in a terrorist event (introduced after the terrorist attacks in September 2011).

110. Therefore, these instruments also contribute to:

(a) Inclusive and sustainable industrialization, as they facilitate the implementation of clean and environmentally sound technologies and industrial processes (target 9.4);

(b) Achieving the environmentally sound management of chemicals (including wastes) throughout their life cycle, and reducing their release to air, water and soil (target 12.4)

(c) Preventing and significantly reducing marine pollution of all kinds, in particular from land-based activities (target 14.1).

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

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

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

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

112. ECE secretariat also prepared revised consolidated editions of the Model Regulations (20th revised edition) and the GHS (seventh revised edition) to take account of the decisions taken by the intergovernmental bodies in charge of these instruments during the biennium 2015-2016. Work to transpose the provisions contained therein into the international legal instruments regulating air, maritime and land transport of dangerous goods will lead to the publication of updated versions of these instruments in 2018 to ensure that their provisions may be applied simultaneously for all modes of transport as of 1 January 2019.

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

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

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

116. Our work in the field of Transport of Dangerous Goods and Classification and Labelling of Chemicals contributes to achieving sustainable development in its three dimensions (economic, social and environmental), in particular as it relates to Sustainable Development Goals 3, 6, 8, 9, 11, 12 and 14 and their related targets.

XIV. Transport of perishable foodstuffs

117. 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 and do not pose a danger to human health. It also helps countries avoid the waste of food through spoilage caused by poor temperature control during carriage. Fifty countries – including non-ECE countries (Morocco, Tunisia and Saudi Arabia) are contracting parties to the ATP.

118. The ATP agreement provides common standards for temperature-controlled transport equipment such as road vehicles, railway wagons and containers and the tests to ensure the insulating capacity of the equipment and the effectiveness of thermal appliances.

119. By regulating the equipment and by ensuring the carriage of perishable foodstuffs under harmonized and high-level conditions that preserve their quality, the ATP contributes to:

- (a) Facilitate the trade of temperature-sensitive goods,
- (b) Create a level playing field in the road haulage industry that ensures the quality and safety of the transported goods (target 8.2),
- (c) Prevention of possible diseases from products arriving for consumption under poor conditions of preservation (target 3.d).

120. The transport of chilled and deep-frozen foodstuffs impacts on climate change on a number of levels:

- (a) Use of new insulating foams and blowing agents that are both safe for the ozone layer and highly effective (target 9.5);
- (b) Determination of fuel consumption of vehicle-powered refrigeration units in order to increase energy efficiency and reduce emissions;
- (c) Determination of the insulating capacity of isothermal transport equipment (K value) that directly influences the final CO₂ emissions of a thermal engine;
- (d) Develop energy-labelling schemes or minimum-efficiency standards for the refrigerated transport industry, which have shown a push of the market towards more energy-efficient products (target 9.4).

121. ATP contributes to the overall reduction of food waste due to inadequate transport conditions. The waste of millions of tonnes of foodstuffs is also a waste of very scarce or non-renewable resources in production, such as land, water, energy, and chemical fertilizers and pesticides, and contributes to global warming. Food security is also affected by the waste of foodstuffs (targets 2.1 and 2.2, target 8.4 and targets 12.2, 12.3 and 12.5)

122. The ECE secretariat prepared a revised consolidated edition of the ATP agreement to take account the amendments accepted during 2015-2016.

123. Activities in the transport of perishable foodstuffs contribute to achieving sustainable development in its three dimensions (economic, social and environmental), in particular as it relates to Sustainable Development Goals 2, 3, 8, 9 and 12 and their related targets.

Annex I

[English only]

Links between the 2017 activities of the ECE Sustainable Transport Division and the 2030 Agenda for Sustainable Development

		<i>Sustainable Development Goals and Targets</i>															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	17
Activities of the ECE Sustainable Transport Division In 2017	I. Inland Transport Committee	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	II. Transport and environment	✓		✓		✓		✓	✓	✓	✓	✓	✓		✓		✓
	III. Capacity-building and technical assistance			✓					✓	✓		✓					✓
	IV. Road transport								✓	✓		✓					
	V. Road safety			✓								✓					
	VI. Analytical activities and related publications	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓			
	VII. Transport statistics			✓						✓		✓					
	VIII. Rail transport								✓	✓		✓					
	IX. Inland water transport							✓	✓	✓		✓	✓	✓	✓		
	X. Intermodal transport									✓		✓					
	XI. Border crossing facilitation and TIR									✓			✓				✓
	XII. Vehicle regulations			✓				✓		✓		✓		✓			
	XIII. Transport of dangerous goods and classification and labelling of chemicals			✓			✓		✓	✓		✓	✓		✓		
	XIV. Transport of perishable foodstuffs		✓	✓					✓	✓			✓				

Glossary of Sustainable Development Goals and Targets in the work of the ECE Sustainable Transport Division



End poverty in all its forms everywhere



End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Targets:

- **2.1** By 2030, end hunger and ensure access by all people, in particular the poor and people in vulnerable situations, including infants, to safe, nutritious and sufficient food all year round
- **2.2** By 2030, end all forms of malnutrition, including achieving, by 2025, the internationally agreed targets on stunting and wasting in children under 5 years of age, and address the nutritional needs of adolescent girls, pregnant and lactating women and older persons



Ensure healthy lives and promote well-being for all at all ages

Targets:

- **3.6** By 2020, halve the number of global deaths and injuries from road traffic accidents
- **3.9** By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

3.d Strengthen the capacity of all countries, in particular developing countries, for early warning, risk reduction and management of national and global health risks



Ensure inclusive and quality education for all and promote lifelong learning



Achieve gender equality and empower all women and girls



Ensure access to water and sanitation for all

Targets:

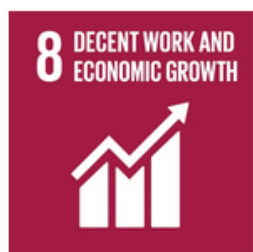
- **6.3** By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally
- **6.6** By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes



Ensure access to affordable, reliable, sustainable and modern energy for all

Targets:

- **7.3** By 2030, double the global rate of improvement in energy efficiency



Promote inclusive and sustainable economic growth, employment and decent work for all

Targets:

- **8.1** Sustain per capita economic growth in accordance with national circumstances and, in particular, at least 7 per cent gross domestic product growth per annum in the least developed countries
- **8.2** Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors
- **8.4** Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead



Build resilient infrastructure, promote sustainable industrialization and foster innovation

Targets:

- **9.1** Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
- **9.3** Increase the access of small-scale industrial and other enterprises, in particular in developing countries, to financial services, including affordable credit, and their integration into value chains and markets
- **9.4** By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities
- **9.5** Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending
- **9.a** Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States



Reduce inequality within and among countries

Make cities inclusive, safe, resilient and sustainable



Targets:

- **11.2** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
- **11.5** By 2030, significantly reduce the number of deaths and the number of people affected and substantially decrease the direct economic losses relative to global gross domestic product caused by disasters, including water-related disasters, with a focus on protecting the poor and people in vulnerable situations
- **11.a** Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning

Ensure sustainable consumption and production patterns



Targets:

- **12.2** By 2030, achieve the sustainable management and efficient use of natural resources
- **12.3** By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses
- **12.4** By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment
- **12.5** By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse



Take urgent action to combat climate change and its impacts

Targets:

- **13.2** Integrate climate change measures into national policies, strategies and planning



Conserve and sustainably use the oceans, seas and marine resources

Targets:

- **14.1** By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution



Sustainably manage forests, combat desertification, halt and reverse land degradation, halt biodiversity loss



Revitalize the global partnership for sustainable development

Targets:

- **17.4** Assist developing countries in attaining long-term debt sustainability through coordinated policies aimed at fostering debt financing, debt relief and debt restructuring, as appropriate, and address the external debt of highly indebted poor countries to reduce debt distress