

UNECE

Sustainable Transport Division

Annual Report **2017**



Transport in UNECE

The Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE) services the Inland Transport Committee (ITC) and its 20 Working Parties, as well as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals. The Division is also the secretariat to twelve treaty bodies that meet regularly to update and amend the UN legal instruments under their responsibility. In addition, jointly with the Economic and Social Commission for Asia and the Pacific (ESCAP) Transport Division, it services the United Nations Special Programme for the Economies of Central Asia (SPECA) Project Working Group on Sustainable Transport, Transit and Connectivity. UNECE is also the executive agency of the Trans-European North-South Motorways (TEM) Project and the Trans-European Railway (TER) Project. At the same time, jointly with the World Health Organization (WHO) - Regional Office for Europe and the UNECE Environment Division, the Sustainable Transport Division provides the secretariat to the Transport, Health and Environment Pan-European Programme (THE PEP). Furthermore, as of May 2015, the UNECE Sustainable Transport Division is providing secretariat services — through extra-budgetary resources — for the United Nations Secretary General's Special Envoy for Road Safety.

The primary focus of ITC and its subsidiary bodies is administering 58 United Nations conventions, agreements and other legal instruments, which shape the international legal framework for inland transport. 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 life of people and businesses throughout the world.

2017 was an important year for the United Nations, as member States continued efforts for advancing the global sustainable development agenda, the 17 Sustainable Development Goals (SDGs) designed to end poverty, create more global equality and improve lives in all corners of the world. The past year was also a year of celebration for the UNECE, the ITC and the UNECE Sustainable Transport Division on, as the organization marked its 70th anniversary.

ITC at the heart of the global sustainable development agenda

Sustainable transport is essential to achieving most of the 2030 Agenda's Sustainable Development Goals (SDGs). It is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, infrastructures and cities and human settlements. The ITC and the UNECE Sustainable Transport Division have always placed particular attention on the major role of transport in contributing to sustainable development and have positioned themselves at the heart of the sustainability cause to contribute as much as possible to achievement of SDG targets.

From this perspective this report provides an overview of activities of the Sustainable Transport Division, linking the subprogramme's mandates to the SDG agenda and to the global effort. It informs readers about the accomplishments of the subprogram in 2017 and about its role in the global effort to achieve the SDGs.

ITC Seventieth Anniversary

The activities of UNECE and ITC in the field of transport, since its creation have been actively promoting the principles and objectives of sustainable development.

On 21 February 2017, during the seventy-ninth session of the ITC (21-24 February), coinciding with the seventieth anniversary of the Committee, transport ministers from the ECE region and from the contracting parties to conventions under the purview of the ITC gathered in Geneva at the ministerial meeting "Past and Future of the UNECE Inland Transport Committee" to celebrate and to take stock of its past contributions, and to decide on its future mission. Participants included around 40 Ministers and Deputy Ministers/Secretaries of State from around the world, as well as Commissioner for Transport of the European Commission and the transport minister of the Euro-Asian Economic Commission, alongside more than 500 participants from 90 countries - 45 UNECE and 45 non-UNECE member States.



The ministerial meeting concluded with the signing of a ministerial resolution "Embracing the new era for sustainable inland transport and mobility" (ECE/TRANS/2017/2). Decisions of the ministerial resolution expressed the resolve to use the Inland Transport Committee as a platform to address the challenges of achieving sustainable mobility through inland transport

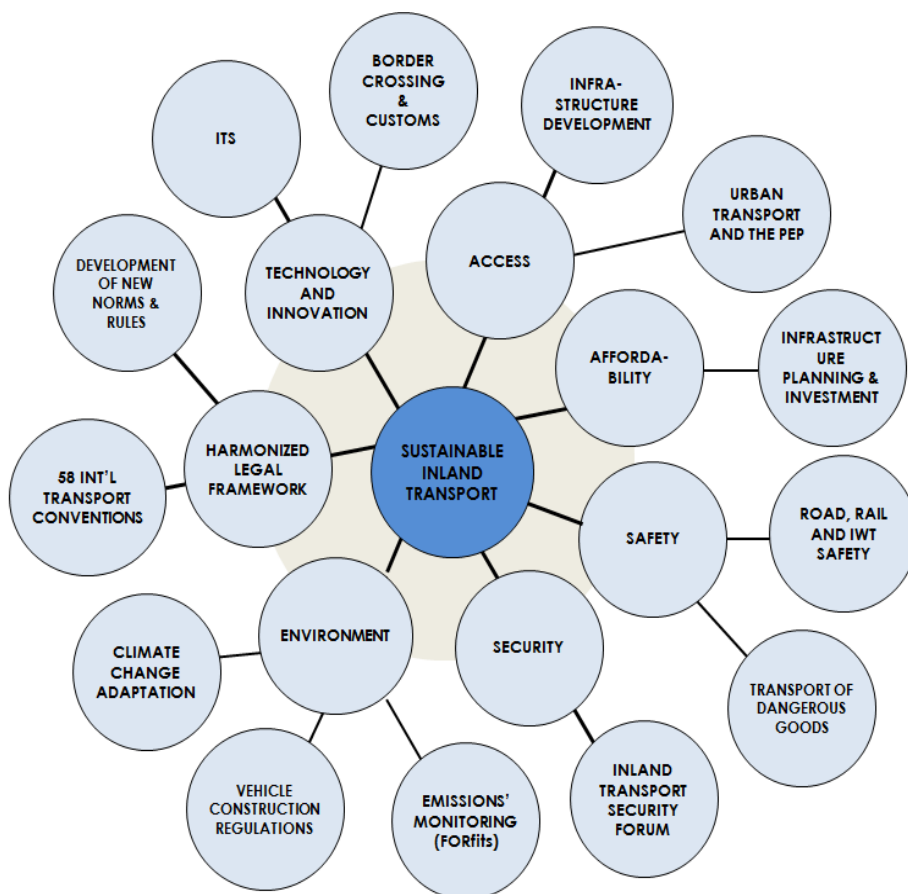
modes, within the context of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (decision 2), paying special attention to:

- promoting sustainable transport to address the challenges caused by climate change and its consequences (decision 3); and
- improving traffic safety in all modes of inland transport and, in particular, taking concerted and effective action to reduce road fatalities by half by 2020 (decision 4);

The ITC decisions address all transport-related SDGs, among other by inviting ITC Working Parties to consider revisions of their Terms of Reference to explicitly address transport-oriented SDGs (ITC decision 6).

The ministerial resolution also highlighted the importance of mainstreaming gender in the transport sector, and thus promoting social and economic equity and inclusion, and emphasized the role of transport and mobility as elemental for access to work, education and social services, thus a facilitator for social inclusion for all.

Dimensions of sustainable Inland Transport in the work of UNECE



To successfully achieve a transition towards sustainability, transport needs to be seen as a political and financial priority for development policies across income groups and geographical regions.

Connectivity

Roads, bridges, rail lines and inland navigation ports, deliver economic and social benefits by connecting firms to international and regional markets (including the labour market), and by enabling individuals to reach essentials such as water, food, schools, clinics, jobs, and relatives.

In sprawling cities and rural areas, cars large road vehicles and highways are the main 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. When infrastructure is broken or congested, it no longer performs its connective functions, and the economy suffers. If essential transactions and movements are delayed or disrupted, transport costs rise, individuals lose time in unremunerated commuting, and firms must fight harder to compete.

Connectivity is therefore measured by the ability and ease with which destinations may be reached from points of origin and vice versa. The more destinations that can be accessed, the greater the potential to supply transport services between these destinations, and the more frequent the services to the destinations in question, the greater the level of connectivity. In a nutshell, connectivity is the availability of transport that enables people and goods to reach a range of destinations at a reasonable cost and within reasonable time-frames.

Every aspect of UNECE work is in one way or another aiming to increase connectivity. Successes and achievements of UNECE and the ITC in this direction are, inevitably, an invaluable contribution to the sustainable development agenda. Concrete accomplishments of UNECE in 2017 in enhancing connectivity, in infrastructure agreements, infrastructure projects and other special programmes, are enumerated below:

European Agreement on Main International Traffic Arteries (AGR)

- ✓ Over the years, UNECE 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, the SC.1 facilitated the renewal or continuation of focus and commitment through:
 - ❖ Entry into force, in December, of amendments to the European Agreement on Main International Traffic Arteries (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);
 - ❖ Agreement by SC.1 members to resume the work of completing the draft multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus) in 2018.

1 NO POVERTY



8 DECENT WORK AND ECONOMIC GROWTH



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



10 REDUCED INEQUALITIES



11 SUSTAINABLE CITIES AND COMMUNITIES



European Agreement on Main Inland Waterways of International Importance (AGN)

- ✓ Progress towards the strategic development of European waterways for the establishment of an E-waterways network of international importance as a part of the pan-European transport system:

- ❖ The Working Party on Inland Water Transport (SC.3) adopted a new package of amendments to the 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 third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book) contributes to the amendments.



- ❖ Adoption of the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network as Resolution No. 87.

Infrastructure projects

- ✓ Progress in the Euro-Asian Transport Links Project, bringing together 38 countries to operationalize overland road and rail routes connecting the two continents:

- ❖ Phase III of EATL concluded in 2017. 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.

- ❖ 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.

- ✓ A new era for the Trans-European North-South Motorways and Trans-European Railway Projects (TEM and TER):

- ❖ 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;

- ❖ 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;
- ❖ A seminar on functioning and financing of the national management of road infrastructure was held in Sarajevo in November. More than 20 experts from TEM member countries and the European Union shared their experiences;
- ❖ 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;
- ❖ The report on the TER High Speed Rail Master Plan Phase I was presented, finalized and approved.

Special Programme for the Economies of Central Asia (SPECA)

- ✓ 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, hosted by the Ministry for Investment and Development of the Republic of Kazakhstan and co-organised by UNECE and UNESCAP:
 - ❖ The TWG adopted the programme of work for 2017-2018 with most activities related to assistance to countries in Sustainable Development Goals achievement. The TWG-STTC encouraged SPECA member countries to further progress on accession to, and implementation of, United Nations transport conventions, to further facilitate international road and rail transport, improve road safety, and to take action to improve the robustness and reliability of statistics to monitor transport-related Sustainable Development Goals;
 - ❖ A workshop on transport-related SDGs was held on 2-3 November, back-to-back with the TWG-STTC, with the aim to help 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 related Goals. SPECA countries presented their current situation in road safety and road transport and success stories in transport data collection and dissemination.

Optimization of the use of new technologies to increase connectivity

Intelligent Transport System (ITS) applications for road transport have a huge potential to increase mobility and connectivity. Vehicle embedded systems will share and receive information that will have a tremendous impact on traffic management, road safety and environmental performance. They will provide the solution for effective multimodal transport

systems managing the "last mile" logistics, providing increased connectivity for individuals and goods.

- ✓ At its March session, the World Forum on Harmonization of Vehicle Regulations (WP.29) adopted 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.
- ✓ WP.29 also 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:
 - ❖ The preparation of a proposal of a harmonized definition of “automated driving technologies”;
 - ❖ 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
 - ❖ The harmonized general guidelines for e-Security and e-Safety in motor vehicles, adopted as an annex to the Consolidated Resolution R.E.3.

Symposium on The Future Networked Car 2017

How are the automotive and telecommunication industries advancing in the field of automated and connected vehicles? What are the long-term implications for both industries? What business, technological and regulatory issues are still to be tackled before automated and connected vehicles hit the road in large volumes? These were some of the key questions discussed by representatives of the two industries, governments, regulators and consumers at the Symposium on the Future Networked Car convened by UNECE and ITU in March within the framework of the 87th Geneva International Motor Show.

An executive roundtable hosting representatives of regulatory authorities and industry associations highlighted the governance challenges borne of the convergence of the automotive and telecommunication industries and potential benefits that these technologies could bring, if carefully introduced in the global transportation system. A specific session addressed the relationship between vehicle communications and automated driving. The symposium reviewed the latest activities related to cybersecurity and data protection; and explored the role to be played by artificial intelligence and machine learning in future transport systems.

Increasing efficiency for sustainable economic growth

There is no commonly agreed definition of “operational transport efficiency”, simply because it encompasses too many different elements; as such the lowest common denominator is that transport efficiency is understood as the maximization of services at the lowest possible cost. UNECE includes, in this equation, the facilitation of throughput of international cargo through harmonization of laws and regulations, standardization of means and simplification of procedures. This ensures reliability and legal certainty and, as a result, sustainable economic growth. In 2017, within its mandate of work, UNECE accomplished a range of achievements in increasing efficiency in inland transport:

The TIR Convention

- ✓ Geographical expansion:
 - ❖ On 5 June 2017, India acceded to the TIR Convention, and on 29 December 2017 the State of Palestine deposited its instruments of accession, bringing its total number of contracting parties to 72. With the accessions of China and Pakistan in 2016, and India in 2017, 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.
- ✓ Increased transparency:
 - ❖ 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. The proposals have been transmitted to the UN SG for circulation and, eventual, acceptance by all TIR contracting parties.
- ✓ The TIR secretariat participated at national, regional and global seminars, supporting the training of Customs officials in the implementation of the TIR procedure:

1 NO POVERTY



8 DECENT WORK AND ECONOMIC GROWTH



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



11 SUSTAINABLE CITIES AND COMMUNITIES



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



17 PARTNERSHIPS FOR THE GOALS



- ❖ Workshop on the World Customs Organization (WCO) transit guidelines (23-27 January 2017, La Paz);
- ❖ 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);
- ❖ Seminar on the automation of transit procedures and electronic exchange of data in the context of trade facilitation (19-20 April 2017, Istanbul);
- ❖ Workshop on the regional computerized TIR corridor (11-12 May 2017, Batumi);
- ❖ Regional Awareness-Raising Workshop on the main United Nations Road Transport Legal Instruments (4 July 2017, Brussels);
- ❖ WCO Global Conference on Transit (10-11 July 2017, Brussels) and the Eight WCO Trade Facilitation Agreement Working Group (16-18 October 2017, Brussels);
- ❖ 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).

Computerization of TIR

- ✓ Efforts to computerize the TIR procedure gained momentum in 2017:

- ❖ The ECE-IRU eTIR pilot project between Iran (Islamic Republic of) and Turkey successfully concluded in February 2017 and led to the signature of a 5-year Memorandum of Understanding (MoU) on cooperation between UNECE and IRU in the field of computerization of the TIR procedure, finalized in September and ceremonially signed on 6 October 2017. 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 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;
- ❖ 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 by informing the Secretary-General of the United Nations of their non-acceptance of the Annex until that time in the future when they can accept it.



Focus on Intermodal Transport – enabling efficiency and connectivity

- ✓ 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.
- ✓ 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).

Increasing efficiencies in road transport

- ✓ 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 UNECE 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.

Increasing efficiencies in rail transport

- ✓ This year saw the adoption of further modifications to the European Agreement on Main International Railway Lines (AGC) and continued cooperation with the UNECE 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;
- ✓ 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.
- ✓ 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.
- ✓ Progress on the draft new Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage:



- ❖ 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.

Unified Railway Law

In order to increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law managed, during its mandate to prepare legal provisions in 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 did so by taking into consideration good practices already implemented by the CIM-COTIF Convention and SMGS Agreement as well as other International Transport Conventions. The Group also prepared the main principles of an appropriate management system for the Unified Railway Law.

- ✓ The Group of Experts continued its work in 2017 focusing on the:
 - ❖ Coordination of the preparation and/or review of the already prepared the necessary documents for rail transport by the relevant international associations in the railway sector following the draft legal provisions;
 - ❖ Monitoring of the results of draft legal provisions' pilot tests and preparation of recommendations, accordingly.

Increasing efficiencies in Inland Navigation

- ✓ 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.

Achieving cost-effectiveness in inland transport infrastructure

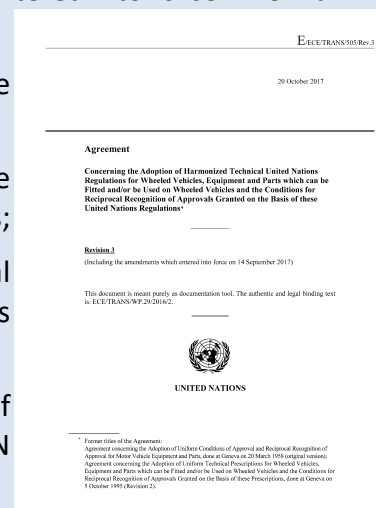
- ✓ During 2017, the Working Party on Transport Trends and Economics (WP.5), the think tank of the Sustainable Transport Division, continued to work on the:
 - ❖ Development of an international transport infrastructure observatory for Asia and Europe in a Geographical Information System (GIS) environment to monitor developments on transport infrastructure in the ECE region, and of new projects in cooperation with Islamic Development Bank;

- ❖ 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;
- ❖ 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”;
- ❖ Preparation of the publication “Transport trends and economics for 2016: Innovative tools for financing transport infrastructure”.
- ✓ WP.5’s Group of Experts on Benchmarking of Transport Infrastructure Costs:
 - ❖ Identified models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs;
 - ❖ 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;
 - ❖ 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.

A key milestone in the development of International Vehicle Regulations

On 14 September 2017, Revision 3 of the 1958 Agreement, adopted by WP.29 at its March session, on type approval for vehicles, parts and components entered into force. The main objectives of Revision 3 consist of:

- ✓ New provisions for the internationally recognised whole vehicle type approval “IWVTA” system;
- ✓ The possibility for contracting parties to grant type approvals according to previous versions of UN Regulations;
- ✓ An electronic Database for the Exchange of Type Approval documentation (DETA) between all the contracting parties to the agreement to be established at UNECE;
- ✓ 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
- ✓ 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.



Focus on sharing of practices and capacity building for the Goals

In July, WP.6 held a workshop on data sources for rail statistics entitled “Promoting Data Quality in Rail Statistics: Sharing Country Practices”. The workshop was the first in a series of UNECE workshops on transport statistics. The workshop which consisted of presentations from national statistics offices, transport ministries and international rail organizations, concluded with a discussion between workshop participants. The workshop was a useful step towards increasing the sharing of information between different rail data providers and users, and it should be viewed as part of the ongoing conversation that UNECE will continue to foster on this topic.

In October and November, the Sustainable Transport Division organized three workshops centered on helping member States to implement and measure progress towards the Sustainable Development Goals using road transport and road safety statistics:

- ✓ The first took place in Podgorica, Montenegro (11-12 October), with more than 45 representatives from Albania, Bosnia Herzegovina, Montenegro, the Republic of Moldova, Serbia and The former Yugoslav Republic of Macedonia in attendance. The Workshop, organized jointly by UNECEs Sustainable Transport and Trade Divisions, covered topics related to transport and trade-related SDGs. It represents a good example of UNECE cross-divisional cooperation.
- ✓ The second was held in Astana, Kazakhstan (2-3 November), back-to-back with the SPECA TWG-STTC. The aim of the workshop was to strengthen transport-related SDG knowledge in 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 activities related to the Goals. A key aspect of the workshop was the exchange of information and experiences between participants concerning gathering information for and reporting on transport SDGs
- ✓ The third workshop, held in Ljubljana, Slovenia (16-17 November), was attended by around 50 participants from Austria, Bosnia Herzegovina, Montenegro, Poland, Republic of Moldova, Russian Federation, Serbia, Slovenia, The former Yugoslav Republic of Macedonia, Turkey and Ukraine. This workshop had a particular focus on resilient infrastructure and Sustainable Development Goal 9.



These workshops set the stage for participating countries to present their current activities in achieving transport-related SDGs. They in-turn allowed the secretariat to deliver comprehensive guidance on how to collect relevant statistics for the purpose of monitoring and reporting on SDG achievement. The participating countries welcomed the initiative of UNECE to support a better understanding of SDG targets and indicators, building on work already initiated in many countries to advance the monitoring of progress towards their

Safety: It doesn't happen by accident

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 numbers 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 road safety around the world.

Throughout 2017, UNECE continued to work on this critical issue. Its work aimed to contribute towards achieving the overall goal of the United Nations Decade of Action for Road Safety and the road safety target 3.6 of the Health Goal of the 2030 Agenda for Sustainable Development. To do it effectively, UNECE worked in the context of its Road Safety Action Plan with eleven specific goals related to the five pillars of the UN Decade of Action:

Road safety management	1. Boost political will and support for government strategies
Safer road users	2. Protect vulnerable road users
	3. Turn road safety training, education and behaviour into knowledge management
	4. Raise awareness, fundraise and advocate for road safety
Safer roads and mobility	5. Make roads safer (including tunnels, rules, signs and signals)
	6. Make technologies work for safer mobility
Safer vehicles	7. Make vehicles safer
	8. Improve cargo safety
	9. Improve safety of transporting dangerous goods
Post-crash response	10. Mitigate the impact of road crashes
	11. Learn from road crashes

3 GOOD HEALTH AND WELL-BEING



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



11 SUSTAINABLE CITIES AND COMMUNITIES



17 PARTNERSHIPS FOR THE GOALS

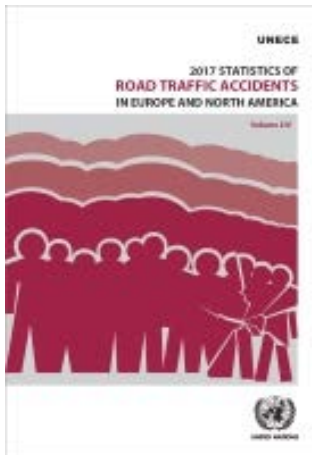


Against this background, the main accomplishments of UNECE in the area of transport safety in 2017 were as follows:

Enhancing road transport safety statistics

In conjunction with the twenty-second session of the SPECA TWG-STTC held in Astana, the Sustainable Transport Division held a workshop from 1 to 3 November. It aimed at building and strengthening capacities of member States for 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. More than 45 representatives from the SPECA region, East and South-East Europe and international

institutions (WB, ITF, ADB and IsDB) attended the workshop and held discussions on topics related to the achievement of transport SDGs and on national monitoring mechanism.



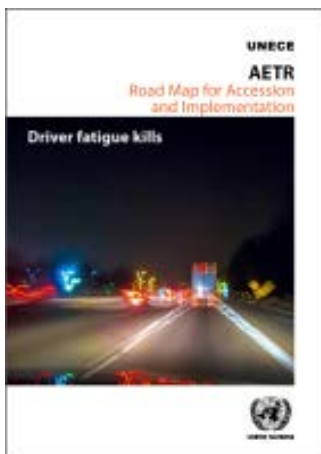
During 2017, the Working Party on Transport Statistics (WP.6) continued to discuss the role it can play in relation to the 2030 Agenda for Sustainable Development. The 2017 Statistics of Road Traffic Accidents in Europe and North America provides comparable data on causes, types and results of accidents in Europe, Canada and the United States.

Data are organized by nature of accident and surroundings; accidents while under the influence of alcohol; and the number of persons killed or injured, by category or road user and age group.

As background data, figures on the number of road vehicles in use and vehicle-kilometres run by road vehicles are also provided along with estimates of population and distribution by age group. This publication contains important statistical information for those involved in transportation planning and road safety issues.

European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

- ✓ 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.



Driver fatigue is known to increase the risk of serious road crashes. The European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) Agreement aims to prevent drivers and crews of commercial vehicles engaged in international road transport from driving excessive hours.

The AETR also defines the control devices (tachographs), sets technical requirements for the construction, testing, installation and inspection of these devices and for checking driving hours by enforcement authorities.

Recognising the vital importance of the AETR Agreement for EuroMed countries, the EuroMed RRU project has conducted focused national, demand driven training events in Algeria, Jordan, Morocco and Tunisia.

The countries expressed their willingness to implement the AETR Agreement and introduce the digital tachograph in their international and domestic transport. This publication offers a Road Map for accession to and the implementation of the AETR.

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).

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 UNECE 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)



Safe Future Inland Transport Systems (SafeFITS)

- ✓ SafeFITS project continued activities to develop its knowledge-based transport policy decision-making model for road casualty reduction:

- ❖ To provide feedback on the SafeFITS model and discuss road safety statistics and modelling, UNECE and IRU, organized a SafeFITS round table (30 June 2017, Geneva) for representatives of the road safety scientific community, international organizations, academia, international financial institutions, etc. Two road safety experts presented SafeFITS peer review reports.

Participants gave their support for the finalization of the SafeFITS model and concluded that much better global road safety data collection and dissemination is warranted.

- ❖ During the summer of 2017, the initial version of the web-based application was finalized and ready for testing. Pilots in Albania and Georgia will serve to test and fine-tune the application.

SafeFITS will test recommendations defined in the “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” project, therein establishing a synergy between the two UNECE-led projects. After the pilot tests and adjustments SafeFITS will be made available to the public.

Road Safety Performance Reviews supported by the United Nations Development Account and the United Nations Secretary-General’s Special Envoy for Road Safety

- ✓ The project aims to help governments strengthen management for national road safety capacity, and to effectively address and improve national road safety records. In 2017 draft national RSPR reports were prepared.
 - ❖ 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;
 - ❖ 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 March 2018.
- ❖ 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).
- ✓ 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 UNECE, the Special Envoy and UNECA.

United Nations Secretary-General’s Special Envoy for Road Safety

- ✓ Capacity building:

- ❖ A Regional Road Safety Workshop for Latin America and the Caribbean took place in March in Buenos Aires, Argentina, covering United Nations legal instruments particularly on safer vehicles and road signs and signals as well as drivers licensing and road safety management.

3. GOOD HEALTH
 Ensure healthy lives and promote well-being for all at all ages.
TARGET 3.6
 By 2020, halve the number of global deaths and injuries from road traffic accidents




- ❖ A Regional Workshop for South Asia, South-East Asia and the Pacific took place in April in Kuala Lumpur, Malaysia. Recognizing motorcycle crashes as one of the major causes of road casualties in the region, the Workshop discussed ways to prevent these casualties through the mandatory use of a proper helmet (UN regulation 22) as well as proper enforcement.

11. SUSTAINABLE CITIES AND COMMUNITIES
 Make cities and human settlements inclusive, safe, resilient and sustainable.
TARGET 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.



- ❖ Two capacity-building activities were provided to Mongolia in June, to Uruguay in September, and Nigeria in November covered UN Vehicle Regulations, UN legal instruments in the area of Transport of Dangerous Goods, and 1958 Conventions on Road Traffic and Road Signs and Signals.

- ✓ United Nations Road Safety Trust Fund

- ❖ Following the development of the draft proposal of the Road Safety Trust Fund and subsequent launch of the consultation process during the Global Sustainable Transport Conference in Ashgabat in November 2016, the Special Envoy presented an updated version at the UNECE Inland Transport

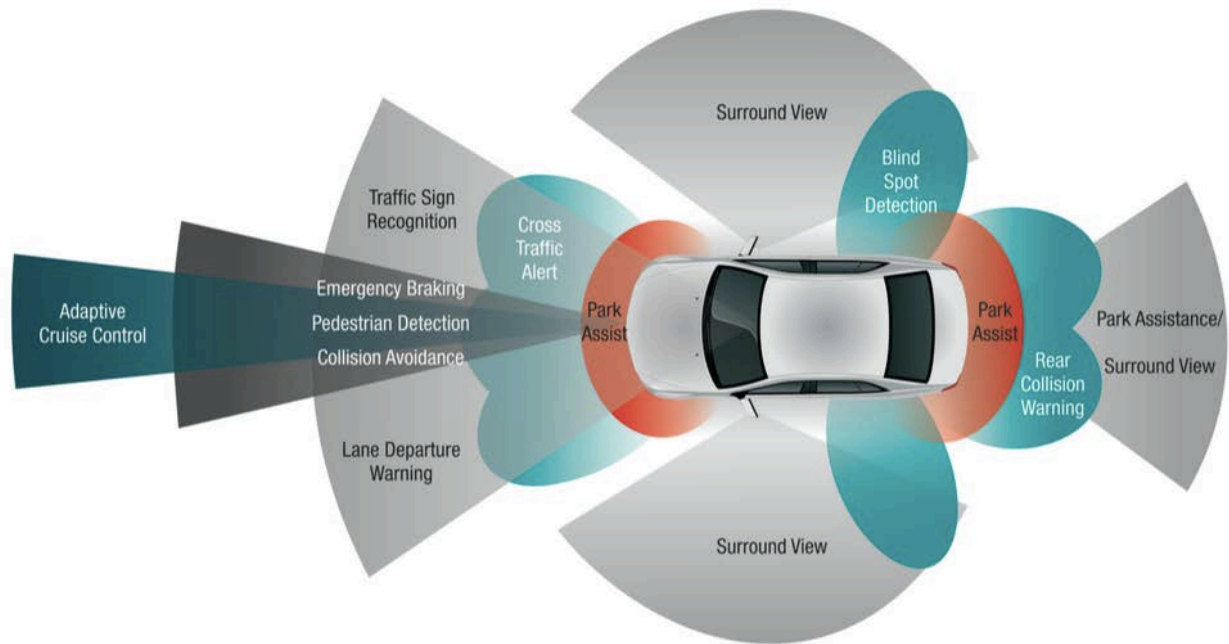
Committee 79th Session in February 2017. Additional comments were collected through 15 August 2017 and a proposal with relevant recommendations was submitted to the United Nations Secretary-General in September 2017;

- ❖ The UN SG approved the establishment of the trust fund on 29 December 2017 for which the Special Envoy is working closely with UNECE to realize.
- ✓ Advocacy and Raising awareness:
 - ❖ Since his appointment, the Special Envoy visited 58 Member States, where he met with 13 Heads of States and 81 Ministers. During his missions, he advocates for road safety to be among the top of political agendas and for accession to and better implementation of the UN Road Safety Conventions, especially in countries where the most road traffic fatalities occur.
 - ❖ Results of the Special Envoy’s advocacy include increased accession to UN Road Safety Conventions, such as by Iraq, and technical assistance requests from countries including Colombia, Uruguay, Mongolia, Cameroon, Uganda, and Nigeria.
 - ❖ In efforts to further strengthening inter-agency collaboration and scaling up efforts towards improving road safety within the UN system, the Special Envoy has hosted two UN Coordination Meetings on Road Safety. The second Coordination Meeting was held in November 2017 during which high-level representatives from twenty-one UN Agencies and departments attended the meeting, including Under-Secretary-General for Safety and Security, Executive Secretary of UN Economic Commission for Europe, Secretary General of the International Telecommunications Union, Vice-President of Global Themes at the World Bank and Director of the Sustainable Development Unit in the Executive Office of the Secretary-General.

New and amended Vehicle Regulations on Safety

- ✓ New UN Vehicle Regulations on safety aspects vehicles adopted by WP.29 entered into force in 2017:
 - ❖ 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;
 - ❖ 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
 - ❖ 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;
 - ❖ 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
- ✓ Updated existing UN Regulations:

- ❖ 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.
- ✓ An amendment to provisions for periodic technical inspections (Rule No. 2 under the 1997 Agreement) of vehicles on roadworthiness, and a Resolution (RE.6) on strengthening the high quality performance of such inspections were established.



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

WP.29 is the coordinating body for the automotive sector within the United Nations system, in charge of providing leadership on setting safety and environmental performance requirements for vehicles.

Three UN Agreements, adopted in 1958, 1997 and 1998, provide the legal framework allowing Contracting Parties (member countries) attending the WP.29 sessions to establish regulatory instruments concerning motor vehicles and motor vehicle equipment:

1. UN Regulations, annexed to the 1958 Agreement;
2. United Nations Global Technical Regulations (UN GTRs), associated with the 1998 Agreement; and
3. UN Rules on Periodical Technical Inspections, annexed to the 1997 Agreement.

ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods, ADR, ADN, RID and Classification and Labelling of Chemicals

UNECE's work on administering and making available the legal instruments on the transport of dangerous goods, as well as the related recommendations contribute, to the safe management of chemicals through their life cycle (production, storage, transport, workplace and consumer use).



- ✓ In 2017 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:
 - ❖ For air and maritime transport, publication in 2017 by ICAO and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;
 - ❖ For road and inland waterways transport, publication by UNECE 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);
 - ❖ For rail transport, publication by OTIF of the 2017 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).
- ✓ UNECE 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.



- ✓ 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.
- ✓ In 2017 the UNECE secretariat also 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.

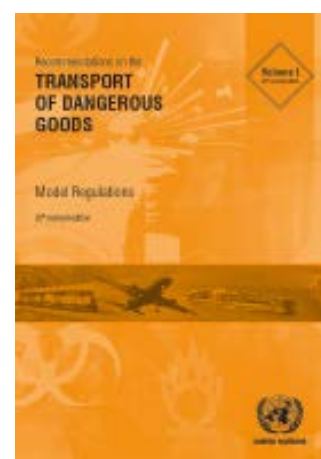


The Globally Harmonized System of Classification and Labelling of Chemicals (GHS, Rev.7) addresses classification of chemicals by types of hazard and proposes harmonized hazard communication elements, including labels and safety data sheets. It aims at ensuring that information on physical hazards and toxicity from chemicals be available in order to enhance the protection of human health and the environment during the handling, transport and use of these chemicals. The GHS also provides a basis for harmonization of rules and regulations on chemicals at national, regional and worldwide level.

The publication contains various new or revised provisions including, inter alia, revised criteria for categorisation of flammable gases within Category 1; miscellaneous amendments intended to clarify the definitions of some health hazard classes; additional guidance to extend the coverage of section 14 of the Safety Data Sheets to all bulk cargoes transported under instruments of the International Maritime Organisation (IMO), regardless of their physical state; revised and further rationalized precautionary statements in Annex 3; and a new example in Annex 7 addressing labelling of small packagings with fold-out labels.

This twentieth revised edition of the Recommendations on the Transport of Dangerous Goods – Model Regulations has been developed in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the requirement to ensure the safety of people, property and the environment. They are addressed to governments and international organisations concerned with the regulation of the transport of dangerous goods. The Model Regulations cover the classification of dangerous goods, their listing, the use, construction, testing and approval of packagings and portable tanks, as well as consignment procedures such as marking, labelling, placarding and documentation.

The publication contains new and revised provisions concerning, inter alia, articles which contain dangerous substances or articles; the classification of ammonium nitrate-based fertilizers; the classification of corrosive mixtures; the stabilization of fishmeal to prevent self-heating; cargo transport units containing lithium batteries and used for electricity storage; packing instruction for defective or damaged lithium batteries; the availability of test reports for lithium batteries; the transport of unstable substances under temperature control and the transport of vehicles powered by flammable liquids or gases, fuel cells or batteries.



Transport of perishable foodstuffs

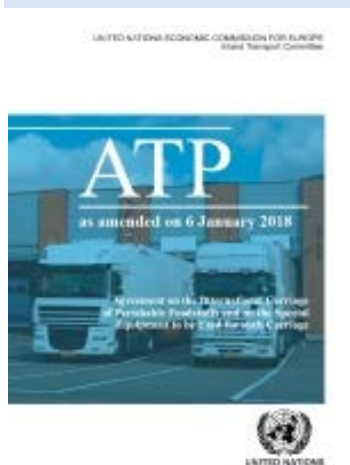
The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health.



It also helps countries avoid the wastage of food through spoilage caused by poor temperature control during carriage by road and rail. Fifty countries – including non-UNECE countries (Morocco, Tunisia and Saudi Arabia) – are contracting parties to the ATP.

- ✓ 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.
- ✓ 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.
- ✓ In 2017, the secretariat prepared a revised consolidated edition of the ATP agreement to take account the amendments accepted during 2015-2016.

The ATP applies to the carriage of perishable foodstuffs performed on the territory of at least two Contracting States, by road, rail and by sea (sea crossings must be less than 150 km long). In addition, a number of countries have adopted the ATP as the basis for their national legislation.



In addition to the text of the ATP Agreement, the publication has three Annexes:

- Annex 1 – Definitions of and standards for special equipment for the carriage of perishable foodstuffs;
- Annex 2 – Selection of equipment and temperature conditions to be observed for the carriage of quick (deep)-frozen and frozen foodstuffs; and
- Annex 3 – Temperature conditions for the carriage of certain foodstuffs which are neither quick (deep)-frozen nor frozen.

Focus on Inland Navigation – Enhancing connectivity, promoting intermodality, embracing new technologies, and enabling safety and environmental sustainability.

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:

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

European Code for Inland Waterways

The task of unifying navigation rules at a pan-European level in order to create efficient and sustainable inland water transport in Europe and to promote the safety of inland navigation by means of maintaining the core rules applicable to the traffic on inland waterways in the UNECE region has always been a priority. SC.3 and its subsidiary bodies continued efforts aimed at the implementation and updating of the fifth revised edition of the European Code for Inland Waterways (CEVNI):



- ✓ Amendments to CEVNI 5, including new provisions for vessels using Liquefied Natural Gas (LNG) as a fuel, were adopted as Resolution No. 88;
- ✓ The revision of the Signs and Signals on Inland Waterways (SIGNI) was started on the basis of CEVNI 5, the Guidelines for Waterways Signs and Marking and new developments in member States;
- ✓ An update of the document on the implementation of CEVNI by member States and River Commissions;
- ✓ The workshop “European Code for Inland Waterways: The implementation and the way ahead” held at the sixty-first session of SC.3 emphasized that ensuring harmonized standards for navigation safety was the main practical value of unified navigation rules for inland waterways.

Environmental performance of transport

Demand for transport services grows in line with the global economy, trade and world population. As transport is a demand-driven industry, climate change-induced changes in e.g. population distribution, commodity production and its spatial distribution, tourism patterns and the trade and consumption patterns can also have significant implications. Having this in mind, UNECE/ITC has been for years directing significant efforts and resources to address climate change mitigation and adaptation, as well as improved environmental performance of transport at the policy and the technical levels. In 2017, activities have continued to grow, as described below:

Environmental Performance Reviews

- ✓ The Sustainable Transport Division develops the Transport chapters with in Environmental Performance Reviews of UNECE countries, a project lead by the UNECE Environment Division. In 2017 a third EPR was prepared for Albania:
 - ❖ The chapters cover all transport modes and all types of transport (passengers and freight, including transport of dangerous goods) and they contain conclusions and recommendations for national authorities;
 - ❖ The work audience is primarily governmental officials, international financing institutions, intergovernmental and non-governmental organisations, civil society, researchers and the business sector.
- ✓ During 2017 UNECE staff has participated in related capacity building activities (in Tbilisi, Georgia, in December) carried out for the benefit of government officials from Albania, Belarus, Georgia, Kazakhstan and Tajikistan, countries that underwent or were about to undergo EPR reviews. The aim of the workshop was to link the analysis and recommendations in the transport chapter of the EPRs with the achievement of SDGs in the respective countries.

3 GOOD HEALTH AND WELL-BEING



7 AFFORDABLE AND CLEAN ENERGY



11 SUSTAINABLE CITIES AND COMMUNITIES



13 CLIMATE ACTION



Transport, Health and Environment Pan-European Programme (THE PEP)

- ✓ THE PEP is jointly serviced by the UNECE Environment and Sustainable Transport Divisions and WHO Europe;
- ✓ 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. 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.

- ✓ 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:
 - ❖ Management of mobility, keeping in mind the varied needs of different user groups;
 - ❖ 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;
 - ❖ 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
 - ❖ 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.
- ✓ THE PEP and WP.5 continued with the preparation of the Pan-European master plan for cycling;

Improved environmental performance of vehicles

- ✓ New UN Vehicle Regulations adopted by WP.29 entered into force in 2017 on environmental aspects vehicles:
 - ❖ 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.
 - ❖ 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.
- ✓ An amendment to provisions for periodic technical inspections (Rule No. 1 under the 1997 Agreement) of vehicles on environmental related aspects was established.
 - ❖ 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;
- ✓ In 2017, WP.29 also concluded several years of work on the new Global Technical Regulations. 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.

UNEP-UNECE/ITC Global Meeting Ensuring Better Air Quality and Reduced Climate Emissions through Cleaner Used Vehicles

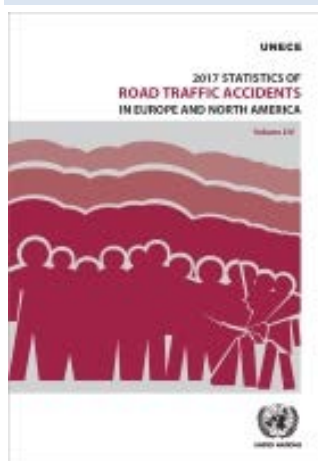
The purpose of this one-day event was to discuss among policymakers, industry and experts a possible global approach to controlling the environmental performance of used vehicles, in order to ensure that used vehicles can contribute to better air quality and reduced climate emissions.



How a global voluntary approach on used vehicles can help the global community more effectively address emissions from vehicles in developing and transitional economies, while promoting the introduction of cleaner and modern vehicles in developing countries? Who should the primary target constituencies for this be? What is the role of the existing international regulatory framework? These are just some of the key questions that the participants addressed at this first meeting of its kind where all relevant stakeholders were present.

Bulletin of Transport Statistics Vol. LVIII

In addition to its publication on Road Traffic Accidents, WP.6 continued to discuss the role it can play in relation to the 2030 Agenda for Sustainable Development on challenges concerning , amongst others, the environmental impact of transport.



The 2017 edition of Inland Transport Statistics for Europe and North America (volume LVIII) presents statistics and brief studies on transport along with tables on energy consumption for transport. Data covers Europe, Canada and the United States of America.

This publication brings together statistical information on all the modes of transport covered by the ITC (road and road safety, rail, inland waterways and oil pipelines) for all member States of the ECE region. A short summary at the beginning of each chapter provides some key figures on each sector, followed by detailed data on each of the statistics sub-categories.

Focus on Climate Change Impacts and Adaptation on Transport Networks and Nodes

In 2017, the WP.5 Group of Experts on Climate Change Impacts and Adaptation on Transport Networks and Nodes:

- ✓ Established inventories of transport networks in the ECE region that are vulnerable to climate change impacts, including a hot spots map;
- ✓ 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;
- ✓ Compiled case studies on the potential economic, social, and environmental consequences of climate change impacts.

Pressing on for more accomplishments in 2018 and beyond

The major over-arching goal of UNECE moving forward is to stay on course with the Sustainable Development Goals. Other than staying involved in the process of the finalization of the indicators for measuring the SDGs in 2018, UNECE/ITC will scale up its efforts to align its activities and to identify ways to intensify its role and contribution in implementing the transport-related targets of the 2030 sustainable development agenda.

UNECE/ITC will engage in numerous challenges in the coming year as covered in its programme of work. Non-exhaustively, some of the upcoming activities are:

- ✓ **Promoting the UN Transport Conventions under the ITC purview**
 - ❖ Policy dialogue and capacity building in support of new accessions and implementation;
 - ❖ Continue supporting the opening of AETR to non-UNECE countries.
- ✓ **Facilitating the political consensus on new legal instruments and on the strategic amendments of existing ones**
 - ❖ Unified Railway Law, passenger rail transport; OMNIBUS;
 - ❖ AETR, TIR
- ✓ **Strengthening Road safety funding for:**
 - ❖ Ensuring that all efforts possible are made to help countries achieve by 2020 the goal of the United Nations Decade of Action for Road Safety and the SDG targets. To this end, the work focused on making safer roads and vehicles, educating road users, implementing and enforcing clear road traffic regulations as well as ensuring effective post-crash response needs to continue and be further enhanced both internationally and nationally;
 - ❖ Rounding up interest and ensuring concerted action to address the safety of pedestrians and cyclists, the use of motorcycle helmets and distracted and drink-driving;
 - ❖ International engagement to develop and implement policies encouraging modal shift from private vehicle to public transport for urban mobility and from road to railway or waterway transport of freight;
 - ❖ Providing effective and well-coordinated assistance to strengthen national road safety capacities, in particular through Road Safety Performance Reviews and formulation of a range of tailor-made policy actions to be taken to improve road safety management systems. Synergies with SafeFITS might prove fruitful in this context.

- ✓ **Ensuring Sustainable Inland Water Transport in Europe through:**
 - ❖ Improving the institutional framework at pan-European level;
 - ❖ Organising the international conference “Connecting by Inland Navigation” in 2018.
- ✓ **Maximizing efficiencies in Border Crossing Facilitation:**
 - ❖ By making sure that policy and legal work at the intergovernmental level can remain at pace with technological progress and computerization of trade and transport in particular, in order to enable prompt and full computerization of the TIR procedure;
 - ❖ By continuing efforts towards the full and uninterrupted functioning of the TIR system in all Contracting Parties.
- ✓ **Implementation of the UNECE ITS action plan:**
 - ❖ Sustained coordinated work with a holistic approach between the subsidiary bodies of the Inland Transport Committee progressively by facilitating policy discussions; a holistic approach would boost and guide individual activities of the different subsidiary bodies and provide for the benefits of coordinated and harmonised work in the years to come.
- ✓ **Transport Statistics**
 - ❖ Continued work on the statistical monitoring framework for SDGs as a member of the inter-agency and expert group on SDG indicators (IAEG-SDG), and ongoing statistical production in support of this.
- ✓ **Climate change**
 - ❖ Further promotion of vehicle regulations that increase energy efficiency, thus reducing vehicles’ emissions of CO₂ and pollutants;
 - ❖ Development of best policy practices on adaptation of transport systems and infrastructure to climate change;
 - ❖ Promotion of Intelligent Transport Systems that reduce emissions;
 - ❖ Development of policy recommendations on the basis of the tool that assesses the impacts of transport policy options on CO₂ emissions (ForFITS);
 - ❖ Promotion of cycling and walking under the Transport, Health, Environment Pan-European Programme (THE PEP).

✓ **Policy Dialogue, Capacity Building and Technical Assistance**

- ❖ Raising awareness of gender dimension of sustainable transport and building capacity of member States to reflect gender issues in sustainable transport.
- ❖ The ITU/UNECE Symposium on the Future Networked Car 2018 organized in cooperation with ITU, will be held on 8 March 2018 within the 88th International Geneva Motor Show.
- ❖ A seminar on the International TIR Data Bank (ITDB), which is an international repository of information concerning all persons authorized by Contracting Parties to use the TIR procedure hosted by the TIR secretariat at UNECE, will be held on 13 June 2018 at the Palais des Nations in Geneva.

✓ **Harmonisation of Vehicle Regulations**

- ❖ Establishment of the international data base on the exchange of type approval date (DETA) at UNECE;
- ❖ Finalization of the discussion on the strategic direction of the establishment of future UN Global Technical Regulations under the 1998 Agreement on global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles, started in 2015 under the leadership of the three sponsor contracting parties, the United States of America, Japan and European Union;
- ❖ Continuation of the work on automated/autonomous vehicles within the existing regulatory framework;
- ❖ Further strengthening of the system for periodic technical inspections as regulated under the 1997 Agreement on Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections aiming at the introduction of new UN Rules.

