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Item 5 (d) of the provisional agenda

Strategic questions of partnerships and technical assistance:

**Draft Annual Report of activities undertaken
by the Committee's subsidiary bodies in 2019**

**2019 Draft Annual Report
of the Sustainable Transport Division
of the United Nations Economic Commission for Europe**

Note by the secretariat*

I. Adoption of the ITC Strategy until 2030: a milestone for inland transport

1. The year 2019 was a milestone for inland transport as the Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (ECE), with the participation of governments, Chairs and Vice Chairs of the Inland Transport Administrative Committees and Working Parties, adopted the ITC Strategy until 2030 (ITC Strategy, [ECE/TRANS/288/Add.2](#)). The event took place during the ninth governments-only restricted session of the eighty-first session of ITC and was the culmination of two years of deliberations and inclusive consultations with member States and Working Parties/Chairs.

2. The ITC Strategy recognizes the Committee as the United Nations Platform for Inland Transport, based on four pillars which are meant to harmonize inland transport developments worldwide and create the safest and most sustainable mobility. The four pillars are:

(a) Promote and maintain the United Nations Transport Conventions, which promote safe and high standards globally;

(b) Support the development of new technologies and innovations in transport with universal standards so that, for example, vehicles can operate internationally, and standards are set for technical advancement to move forward cooperatively;

(c) Promote interregional and global inland transport policy dialogues, for which the Inland Transport Committee has been the key platform over the last seven decades; and

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.



(d) Promote sustainable regional and interregional inland transport that is interconnected and allows greater mobility.

3. The adoption of the ITC Strategy signals the further expansion of the Conventions under the Committee's purview to all 193 Member States of the United Nations. This is meant to increase accession to, and implementation of, the legal instruments and tools, which act as a common basis for safer, more sustainable and more accessible mobility. This will indeed mark a milestone for the inland transport sector, which benefits ECE member States as well as United Nations Member States.

4. The Sustainable Transport Division is secretariat to the ECE ITC, as well as its 20 Working Parties, and the Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its two subsidiary subcommittees. Additionally, the Division is also secretariat to 12 treaty bodies that meet regularly to update and amend the United Nations legal instruments under their purview.

5. The Division also works in cooperation with the Transport Division of Economic and Social Commission for Asia and the Pacific (ESCAP), and services the United Nations Special Programme for the Economies of Central Asia (SPECA) 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 World Health Organization (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 has provided extrabudgetary secretariat services to the TIR system. Since 2015, the Division has also provided extrabudgetary secretariat services for the Secretary-General's Special Envoy for Road Safety of the United Nations. Finally, since 2018 the Division has provided extrabudgetary secretariat services for the United Nations Road Safety Fund.

II. Global and regional inland transport impacts

6. The adoption of the ITC Strategy further augments the impacts of the work of ITC on people's daily lives. The expansion of the regulatory framework for inland transport increase the efficiency, safety and sustainability of inland transport modes. Some of the most consequential impacts of this work include:

- annually, 89 per cent of global production of new cars, trucks and buses and 53 per cent of new motorcycles comply with United Nations Regulations or United Nations Global Technical Regulations.
- 150 to 200 million consignment notes are issued annually in Europe alone for international trips through the Convention for the International Carriage of Goods by Road (CMR); this number increases to approximately 1 billion if national freight transport is included.
- over 450 million vehicles in Europe, Central Asia, North Africa and the Middle East use Green Cards. 129 countries have issued millions of International Driving Permits.
- over 12 million passenger and cargo transport vehicles use tachographs in the ECE region except North America.
- in 2019, 34,000 authorized transporters in 62 countries conducted 858,100 TIR transports; furthermore, studies indicate that countries implementing the TIR Convention show a 0.14 to 1.31 per cent increase in national GDP and the benefits may be even greater for landlocked developing countries (LLDCs).
- transport statistics of ECE member States are ever more comparable thanks to the glossary developed at ECE in collaboration with the International Transport Forum (ITF) and Eurostat.

- from 1998 to 2016, the total length of the E waterway network grew from 27,711 km to 29,238 km and the share of E waterways that comply with the AGN standards increased from 79 to 83 per cent.
 - The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) ensures that deep-frozen and chilled foodstuffs are transported safely so that food arrives in optimal condition and fit for human consumption.
7. An illuminating example of the Division's profound impact on daily life is the transport of dangerous goods and harmonization of classification and labelling of chemicals. The impact of this work is critical and global. To illustrate this:
- in European Union member States alone, more than 82 billion tonne-kilometres of dangerous goods were carried in 2017 subject to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) provisions.
 - In the United States of America, there were 435 million dangerous goods shipments in 2018 and 99.997 per cent were without incident. US regulations for the transport of dangerous goods are based on the Model Regulations developed by the ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods.
8. These regulations apply to a significant percentage of transported products, which include goods like batteries, paints, solvents and paint thinners, aerosols, perfumes, some deodorants, glues and many more products that people use every day. Around 80 per cent of all dangerous goods are flammable liquids like gasoline, fuel oils, adhesives or alcohols. 16 billion units of aerosols are produced worldwide (with 5.5 billion in Europe). Because of their ubiquity, dangerous goods make up around 10 per cent of all containerized shipments worldwide and are found in all modes of transport.
9. In line with the trends towards digitalization, the use of batteries is increasing significantly, since a variety of traditionally plugged products are increasingly becoming cordless. These batteries are packaged and transported worldwide by all modes of transport according to the United Nations Regulations for the Transport of Dangerous Goods. The following are some examples of the growth in this sector:
- The global market for lithium batteries in light duty and medium/heavy duty vehicles is expected to grow from \$7.8 billion in 2015 to \$30.6 billion in 2024. Between 10 million to several billion mobile phones, tablets and laptops using lithium batteries are sold each year. Between 10 million to several billion mobile phones, tablets and laptops using lithium batteries are sold each year.
 - According to one study, the estimated increase of the weight of batteries exported from Asian countries (where most lithium batteries are produced) increased from less than 100,000 tons in the year 2000 to more than 1,500,000 tons in 2018. The total cumulated quantity transported since the year 2000 exceeds 2,300 billion tons. Expressed megawatt-hours, the growth is even more remarkable. In the year 2000, practically 0 MWh of batteries were produced per year, but this number increased exponentially throughout the following 20 years. In 2015 this figure had risen to 90,000 MWh and it is expected to reach 250,000 by 2020 and nearly 900,000 by 2030.
10. The Sustainable Transport Division also services an ECOSOC body dealing with worldwide harmonization of classification and hazard communication tools for hazardous chemicals. This body develops recommendations, currently being implemented worldwide, defining common criteria for classification and labelling to ensure the same level of protection of workers and consumers against chemical hazards worldwide. According to a study conducted by WHO in 2004, 4.9 million deaths (8.3 per cent of total) and 86 million Disability Adjusted Life Years (DALYs) (5.7 per cent of total) were attributable to environmental exposure and management of selected chemicals. According to these figures, the global burden of disease amounted to 1.7 per cent globally (in DALYs), or 2.0 per cent of all deaths. ILO estimates that, every year, 2.78 million workers die from occupational accidents and work-related diseases (of which 2.4 million are disease-related). The GHS provides users with information about the hazards posed by chemicals and the precautionary

measures to be taken to avoid or minimize exposure to them is key to protect people and the environment.

III. Accomplishments of the Sustainable Transport Division in 2019

A. Annual Session of the Inland Transport Committee

11. The year began with the eighty-first session of the Inland Transport Committee (Geneva, 19–22 February 2019). A High-level Policy segment focused on *Automation in Transport* and was attended by Transport ministers from Africa, Asia, Europe and the Middle East, alongside close to 400 participants from 75 countries, including the heads and senior representatives of intergovernmental and non-governmental organizations and other key inland transport stakeholders. The main outcome of the Segment (see [ECE/TRANS/288/Add.1](#)) included the adoption of the Ministerial Resolution, “Enhancing Cooperation, Harmonization and Integration in the Era of Transport Digitalization and Automation” by Ministers and Heads of Delegations of countries in Africa, Asia, Europe, Middle East and Latin America ([ECE/TRANS/288](#), Annexes I and II).

12. The Committee also adopted the text of a new Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, the 59th Convention under the purview of the Committee, and requested that the secretariat transmit the text to the Depositary to be opened for signatures. The new Convention was opened for accessions in April 2019.

B. Road Safety

1. United Nations Road Safety Trust Fund

13. After its creation in April 2018, the United Nations Road Safety Fund (UNRSTF) had several significant accomplishments in 2019. On 9 October the UNRSTF issued its first formal Call for Proposals. The call was open until 4 December 2019 (23:59 CET), disbursing USD 4 million to approved projects aimed at reducing road traffic fatalities. Priority was given to individual country and multi-country projects that have immediate and tangible impact.

2. The Global Forum for Road Traffic Safety (WP.1)

14. A complete review of the 1968 Convention on Road Signs and Signals and its 1971 European Supplement was completed by the Group of Experts on Road Signs and Signals (GERSS), a subsidiary body of the Global Forum for Road Traffic Safety (WP.1). The Group’s final report (ECE/TRANS/WP.1/2019/4) is available as well as a comprehensive set of amendment proposals (ECE/TRANS/WP.1/2019/5) to be reviewed by contracting parties. In 2020, the Group is expected to turn its attention to the road signs which could be beneficially added to the 1968 Convention.

15. Additionally, an electronic version of the 1968 Convention on Road Signs and Signals entitled e-CoRSS was developed by WP.1 with the assistance of GERSS experts. It is set to be available online in 2020.

16. Driving times and rest periods for professional drivers continued to be an important element of road safety. In 2019, Article 14 of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) was amended to make Lebanon eligible for accession. Progress was also being made for Algeria, Israel, Jordan, Morocco and Tunisia to become parties to this agreement. The Working Party on Road Transport (SC.1) and its subsidiary body — AETR Group of Experts — continued to work towards reconciliation of the AETR regime in EU and non-EU AETR contracting parties following the introduction of the smart tachograph in the European Union in June 2019.

3. Publication

17. A new publication entitled “Road safety developments a year before the SDG target deadline to halve road crash fatalities – The safety system concept to make roads safer” proposes a new concept of national road safety systems to help address the global road safety crisis in the post-2020 decade as response to the General Assembly’s concern on missing the SDG target 3.6 by 2020.¹

18. It presents the experience from good performing countries in road safety and the relative success of maritime transport and civil aviation in their safety management, in comparison with the global efforts for improving road safety. Based on them, it depicts a comprehensive picture of the road safety systems, that can work effectively to prevent accidents, protect people in accidents, rescue people after accidents and learn from accidents. The systems include all necessary elements at the national level and regulatory support from international level by the ITC and its subsidiary bodies.

C. Road Transport

The Working Party on Road Transport (SC.1)

19. In 2019, there were six accessions to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note (e-CMR). This brings the total number of contracting parties to 23. With these additions, the number of contracting parties to this legal instrument has doubled over the last two years, reflecting the movement towards electronic documents as an alternative to paper.

20. SC.1 has created an informal group of experts to prepare a paper detailing the research and other actions recommended for the operationalization of e-CMR, to be tabled at a future Committee session.

21. SC.1 reviewed its activities in the context of the ITC Strategy and will now include the topic of safe and sustainable road infrastructure as part of its agenda for all future sessions. SC.1 also affirmed its role as a regional platform for the sharing of information on smart roads and other aspects of digitalization, including those related to road transport services and documents.

D. Rail Transport

Rail Transport

22. Building on the successes of previous years, the Working Party on Rail Transport continued to provide cutting-edge policy and regulatory contributions to the sector. During the Working Party session, a workshop was held titled “Making rail freight more competitive: The coordinated development of the rail network with a focus on how to work together at the government and sectoral levels on the EATL.” (Euro-Asian Transport Links) Over 60 delegates exchanged views, best practices and concrete examples on how best to improve the competitiveness of freight and increase the market share of the railways in East-West transport, especially in landlocked countries. Work also continued toward finalisation of a legal instrument for unified railway law aimed at increasing the competitiveness of rail; currently, text on a contract of carriage convention is being negotiated.

23. The European Agreement on Main and International Railway Lines (AGC) is being updated to facilitate the use by member States and generate more accessions. This work will continue with the updating of the joint AGC-AGTC online parameters tool, which increases the transparency of rail-related technical information for operators.

24. Discussions on rail infrastructure financing were held on the current and future role of the Luxembourg Protocol to the Cape Town Convention on Mobile Machinery and how member States can facilitate the renewal of their rolling stock fleets.

¹ General Assembly resolution A/RES/72/271 of 12 April 2018.

25. The Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage was finalised and opened for signature. This 59th UNECE Convention will facilitate the international movement of passengers on the network, thus leading to increased market share for the sector and facilitate the further reduction of CO₂ emissions and the achievement of Sustainable Development Agenda.

26. The Working Party on Rail Transport (SC.2) continued its work on Unified Railway Law (URL) through its group of experts comprised of representatives from Governments, international organizations and the transportation industry. The group of experts discussed the scope of URL and its conversion into a legally-binding instrument. A pilot test of the URL contract of carriage was conducted in April 2019 along the corridor Azerbaijan – Georgia – Turkey. Goods were run along this corridor with the URL contract of carriage as well as the existing legal documentation.

27. Significant progress was made in the work of the Trans European Railway Project. The TER High Speed Railway Master Plan Phase II is approaching completion and will provide the region with a concrete tool to assist member States in identifying the most appropriate areas for investment in High Speed Rail.

E. Transport Trends and Economics

1. Transport trends and economics

28. On 3–4 September 2019, in Geneva, the Working Party on Transport Trends and Economics (WP.5), the Organization for Security and Co-operation in Europe (OSCE) and other partners organized a workshop on strengthening security on inland freight routes. 50 security experts and transport officials discussed crime and security risks, use of the TIR Convention and eTIR pilot projects to mitigate those risks and the importance of WP.5 and the ECE Inland Transport Security Discussion Forum as a platform to discuss security concerns in transport. More information about this workshop can be found on the [ECE website](#).

29. On 2 September 2019, in Geneva, WP.5 and the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) organized a workshop that hosted representatives from landlocked developing countries (LLDCs). The workshop noted that LLDCs have higher transport costs and their exports are less competitive than their littoral counterparts. Participants recommended that WP.5 conduct a review of existing approaches and methodologies for measuring the economic value of international transport corridors in order to turn landlocked countries into land-linked. More information can be found on the [ECE website](#).

2. The Transport Health and Environment Pan-European Programme THE PEP

30. In 2019, while much of the work of the secretariat focused on finalising the preparations for the upcoming fifth High-level Meeting on Transport, Health and Environment, several key studies were also completed that will have a direct impact on the development of sustainable mobility. The study *Green Jobs in Transport* identified the changes in total employment from an increased investment in public transportation and continued electrification of private vehicle transport. The *Masterplan on Cycling Promotion* provides the sector and member States with a complete strategy on developing cycling across the region.

31. A Handbook on Sustainable Urban Mobility and Spatial Planning was published in 2019 in the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) and WP.5. The Handbook is the result of a decision of THE PEP Steering Committee at its 15th session (November 2017) and the ITC at its 80th session (February 2018) and was supported with extra-budgetary funding provided by the Government of the Russian Federation. The publication has been designed to assist ECE member States in integrating transport, health, quality of life and environmental objectives into urban and spatial planning policies. It is expected to be launched at the THE PEP High-Level Meeting scheduled for 2020.

3. EATL – International Transport Infrastructure Observatory

32. Recognizing that financing of Euro-Asian transport links remains a major obstacle, ECE is taking the lead in developing an International Transport Infrastructure Observatory. Developed in the framework of an XB project and fully financed by the Islamic Development Bank, the Observatory will benefit Economic Cooperation Organization (ECO) countries in Central Asia and the South Caucasus.

33. The observatory is being devised as an online platform in a Geographic Information System (GIS) environment where Governments can prepare transport infrastructure projects and International Financial Institutions can identify projects they wish to finance. Since its launch in 2017, transport sub-sectors have been identified as focus areas for data collection, and data collection templates have been created for use by beneficiary projects. The project's end date has been extended until March 2021. More information can be found [here](#).

4. Sustainable Inland Transport Connectivity Indicators

34. A United Nations Development Account-funded project titled “Sustainable transport connectivity and implementation of transport related Sustainable Development Goals in selected landlocked and transit/bridging countries” is currently underway. The project, which is led by the Sustainable Transport Division and implemented with the support of the Economic and Social Commission for Western Asia and the Economic Commission for Latin America and the Caribbean, aims to develop a set of Sustainable Inland Transport Connectivity Indicators. The current draft indicators are structured within three pillars of sustainability (economic, social and environmental) and applied across the four inland transport sectors: road, rail, inland waterways and inter-modal transport. The project will be piloted in Georgia, Kazakhstan, Serbia, Jordan and Paraguay during the first phase.

35. The main objective of the project is to develop a tool that enables countries to measure their degree of connectivity both domestically & bilaterally/sub-regionally as well as in terms of soft and hard infrastructure. This will allow policy-makers to assess their country's degree of external economic connectivity in terms of efficiency of land transport, logistics, trade, customs and border crossing.

F. Inland Water Transport

1. Strategic documents

(a) White Paper on efficient and sustainable development of inland water transport in Europe

36. At its sixty-third session, SC.3 adopted its new White Paper on efficient and sustainable development of inland water transport in Europe. The third of its kind covering the ECE region. This edition provides an overview of the performance of the sector since the publication of the first paper in 2011.

37. The ECE White Paper describes the current status of the E Waterway Network in accordance with the European Agreement on Main Inland Waterways of International Importance (AGN), the progress made and highlights the ongoing and planned major infrastructure projects. The White Paper highlights the evolution of the institutional and regulatory framework for inland navigation since 2011, recent programmes and activities of ECE, the European Union, river commissions and the European Committee for drawing up common standards in the field of inland navigation (CESNI). Furthermore, it addresses the ongoing work and priorities in the coming years at the international level. Responses to these challenges are closely connected to the implementation of the Sustainable Development Goals and the Wroclaw Ministerial declaration.

(b) Follow-up of the Wroclaw ministerial declaration

38. Following the Ministerial declaration “Inland Navigation in a Global Setting”, adopted at the International Conference on Inland Water Transport (18 and 19 April 2018, Wroclaw, Poland) and ITC resolution No. 265 “Facilitating the Development of Inland Water

Transport”, SC.3 adopted recommendations for member States on monitoring the implementation of the declaration in order to report at future Committee sessions on the progress reached.

2. Regulatory developments and the outcome of informal expert groups

39. At its sixty-third session, SC.3 adopted the road map for ratification, acceptance, approval and accession to AGN in order to facilitate its implementation, increase the number of contracting parties and carry out the new ITC Strategy of increasing the number of accessions to United Nations Transport Conventions. The consolidated text of AGN was issued as ECE/TRANS/120/Rev.4. This was supported by the publication of the updated AGN map which is available both as a GIS application and as a printable pdf version on the [SC.3 web page](#).

40. In 2019, the Working Party adopted Addendum No. 2 to the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book). The updated information is also available in the [online Blue Book database](#).

41. 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). The work on updating CEVNI 5 will continue in 2020 with a view to prepare the next, sixth revision in 2021.

42. In 2019, SC.3:

- adopted Amendment No. 1 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revision 2) as its resolution No. 93.
- revised resolution No. 21 “Prevention of pollution of inland waterways by vessels” and adopted it by resolution No. 94.
- continued work aimed at promoting recreational navigation. The updated European Recreational Inland Navigation Network (AGNP) was finalized and uploaded onto the SC.3 web page. The [database of ICC specimens](#) was complemented by new ICC specimens transmitted by Croatia, Ireland, Lithuania and South Africa.

3. Key topics for Inland Water Transport 2019

(a) Innovation in inland water transport: RIS² technologies, automated navigation, smart shipping

43. Innovations in inland navigation are currently the key topic for inland water transport, in particular, among others, because of the potential they create for reducing emissions from vessels and increasing the energy efficiency of the fleet.

(b) River Information Services

44. In 2019, SC.3/WP.3 finalized the revision of the Recommendation on electronic chart display and information system for inland navigation (Inland ECDIS) (resolution No. 48) and the International Standard for Notices to Skippers in Inland Navigation (resolution No. 80) with close cooperation with the Chairs of the International ECDIS Expert Group and the International Notices to Skippers Expert Group. At its sixty-third session, SC.3 adopted (a) the Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 4) as its resolution No. 96, and (b) the International Standard for Notices to Skippers in Inland Navigation (resolution No. 80, revision 1) as its resolution No. 97.

(c) Automation and smart shipping

45. In 2019, both working parties continued discussion on automated navigation and smart shipping on inland waterways. At its sixty-third session, SC.3 adopted the resolution

² River Information Services.

“Enhancing international cooperation to support the development of smart shipping on inland waterways” as its resolution No. 95. Furthermore, SC.3 approved the road map for the international cooperation that aimed to promote and develop Smart Shipping on inland waterways. The discussion on harmonizing the legal framework and policy areas for fostering innovations in inland navigation, initiated by Belgium at the fifty-fifth session of SC.3/WP.3, was continued by SC.3, who supported the proposal on conducting analysis of international conventions and agreements and ECE resolutions relevant to inland water transport with a view to make automated navigation possible, and encouraged member States to support and continue this work.

4. IWT Publications

(a) European Code for Signs and Signals on Inland Waterways (SIGNI)

46. Adopted by SC.3 in 2018 as its Resolution No. 90, the European Code for Signs and Signals on Inland Waterways (SIGNI) replaced resolution No. 22, revision 2, and resolution No. 59, revision 2. SIGNI provides recommendations for the installation and application of buoyage and marking on European inland waterways contained in the fifth revision of CEVNI (TRANS/SC.3/115/Rev.5) and is intended for administrations and waterway competent authorities. It has been prepared with the participation of River Commissions and the CEVNI Expert Group as well as contributions from the Chairs of the Joint International VT and Inland ECDIS Expert Group and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). ECE activities aimed at enhancing navigation safety on inland waterways in the pan-European format and efforts towards harmonizing the navigation rules contribute to the implementation of Sustainable Development Goal 9.

(b) Resolution No. 61, revision 2

47. The pan-European recommendations for inland navigation vessels aim to establish a harmonized regime of technical requirements for vessels that transport goods and passengers internationally. The recommendations are the result of Government efforts to unify divergent regulations in force in different intergovernmental organizations and ECE member countries.

48. The recommendations were first adopted by the Working Party on Inland Water Transport (SC.3) in 1975 by resolution No. 17 and have been continuously revised and updated since.

G. Transport Statistics

1. Work on Sustainable Development Goals monitoring and reporting

49. WP.6 continued to act as a forum for discussions around the transport-related Sustainable Development Goals. In the June 2019 meeting, the secretariat presented a plan for better monitoring of Sustainable Development Goal indicator 9.1.2: *Passenger and freight volumes, by mode of transportation passenger and freight volumes* by producing a wiki page that shows how all countries currently monitor 9.1.2 (allowing the sharing of best practices), and the secretariat plans to publish guidance on national monitoring of this indicator in 2020.

50. Concerning monitoring of Sustainable Development Goal Indicator 11.2.1: *Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities*, the secretariat sent out a survey to countries on data availability for tram and metro statistics, an area not currently covered internationally. The responses were overwhelmingly positive, and the secretariat is now starting to collect data, with planned publication in 2020.

2. Publications 2019

51. In July 2019, WP.6 published the Fifth edition of the Glossary for Transport Statistics, in partnership with Eurostat and the International Transport Forum. This publication enables

those collecting transport statistics at national and local levels to use common definitions of modern and relevant transport terms, allowing meaningful international data comparisons. These common definitions will help countries monitor the transport-related Sustainable Development Goal indicators in a consistent way.

52. *Statistics of Road Traffic Accidents in Europe and North America* was released at the end of 2019. This publication compares road safety statistics across countries, with breakdowns by type of road user, location, and time. This latest publication will have a new, more detailed table concerning fatalities broken down by both gender and age, allowing detailed policy solutions to target specific problem areas. As a result of increased secretariat outreach, data availability is at its highest ever level.

H. Transport of Perishable Foodstuffs

53. 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. Fifty countries, including non-ECE countries (Morocco, Tunisia and Saudi Arabia) are contracting parties to ATP. Additionally, some countries have adopted ATP as the basis for their national legislation. The 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.
- 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 production resources, 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.

54. Although there have been no new accessions to ATP in 2019, WP.11 adopted provisions to allow for the replacement of fluorinated gases (F-gases used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP) at its seventy-fourth session. F-gases create a global warming effect up to 23,000 times greater than carbon dioxide, so it is important to facilitate their replacement to reduce emission and combat climate change.

I. Transport of dangerous goods and classification and labelling of chemicals

1. Work of ECOSOC bodies serviced by the Sustainable Transport Division

55. The Sustainable Transport Division services several bodies which ensure the worldwide harmonisation of regulations addressing transport of dangerous goods, and classification and labelling of chemicals in all sectors. These bodies include:

- the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.
- the ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods, and
- the ECOSOC Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals.

56. In December 2018, the ECOSOC Committee of Experts on the Transport of Dangerous Goods (TDG) and on the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) completed its biennial period of work with the adoption of a set of amendments to the “United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations”, the “Manual of Tests and Criteria” and the “GHS”.

57. In 2019, to facilitate the worldwide implementation of the provisions adopted by the Committee of Experts, the secretariat prepared revised consolidated editions of the three

above-mentioned instruments that take account of the work completed during the period 2017–2018, as follows:

- Twenty-first revised edition of the “United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations”. It includes new or revised provisions addressing the safe transport of lithium batteries installed in cargo transport units and defective batteries, explosives, infectious wastes, waste gas cartridges, harmonization with the 2018 edition of the IAEA regulations for the transport of radioactive material, updating of the listing of dangerous goods and lethal concentration values for toxic gases and use of *in vitro* skin corrosion testing methods for classification.
- Seventh revised edition of the “Manual of Tests and Criteria”. The Manual supplements national or international regulations derived from the Model Regulations or the GHS and provides competent authorities and testing laboratories worldwide with the test methods and procedures to be used for the classification of chemicals in accordance with the Model Regulations and the GHS. The seventh revised edition of the Manual takes account of a full review of the text to facilitate its use in the context of the GHS.
- Eighth revised edition of the GHS. It includes new classification criteria and hazard communication elements and guidance for chemicals under pressure; new provisions for the use of *in vitro/ex vivo* data and non-test methods to assess skin corrosion and skin irritation; miscellaneous amendments to clarify the classification criteria for specific non-lethal effects of hazardous chemicals on target organs (target organ toxicity); new examples of precautionary pictograms to convey the message “Keep out reach of children”; new examples to facilitate labelling of sets or kits of chemicals; guidance for the identification, prevention and mitigation of dust explosion hazards at the workplace.

58. In 2019, the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) started working on the amendment of the ICAO Technical Instructions and the International Maritime Dangerous Goods Code to ensure the implementation of the Model Regulations for air and maritime transport as from 2020. This work will ensure global harmonization and implementation of the provisions adopted by the TDG Sub-Committee, making them mandatory worldwide for all states parties to the Chicago Convention (193) for air transport and the SOLAS Convention (165) for maritime transport.

59. Implementation of the GHS is considered as one of the first steps to achieve the sound management of chemicals. As an example, the OECD, as part of its overall goal to promote policies for sustainable economic growth and employment, requires implementation of GHS as one of the requisites to be complied with for countries wishing to apply for accession to OECD.

60. In 2019, New Zealand, the United States, Australia, Israel, Canada, the European Union and countries member of the Community took steps to update their ANDEAN legislation in accordance with the GHS. Since its adoption at UN level in 2002, more than 70 countries around the world have already implemented its provisions or taken steps towards their implementation.

2. Work of ECE bodies dealing with transport of dangerous goods by road, rail and inland waterways

61. The Sustainable Transport Division services the following ECE intergovernmental bodies:

- Working Party on the Transport of Dangerous Goods (WP.15)
- Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1)
- Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee) (WP.15/AC.2) and Administrative Committee of

the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Administrative Committee)

62. The provisions of the 2019 edition of ADR, RID and ADN which were adopted by the relevant intergovernmental bodies in 2018, ensure alignment with those in the twentieth revised edition of the Model Regulations and entered into force on 1 January 2019. They became mandatory for the international transport of dangerous goods by road, rail and inland waterways between the contracting parties to these agreements (51 for ADR, 45 for RID and 18 for ADN) and for domestic traffic in the territories of all EU Member States.

63. The above intergovernmental bodies started work in 2019 to amend ADR, RID and ADN to take account of the recommendations adopted by the ECOSOC Committee of Experts in December 2018 and included in the 21st revised edition of the Model Regulations.

64. On 13 May 2019, the Conference of the Parties to the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road adopted, by consensus, a Protocol amending the title of the Agreement, in accordance with article 13 of the Agreement. Since no objection was expressed by 30 November, the amendment is deemed accepted and will enter into force for all Parties to the Agreement on 1 January 2021.

65. It is expected that the amendment adopted by the Conference of the Parties will facilitate accession to the agreement of States that are not members of the United Nations Economic Commission for Europe and for which the word “European” may represent an obstacle to the accession.

66. The Joint RID/ADR/ADN meeting of experts agreed on a set of guidelines for the use of telematics in the context of paragraph 5.4.0.2 of these agreements, relating to transport documentation. The guidelines are available for implementation, on a voluntary basis, by contracting parties to ADR/RID/ADN.

67. 31 December 2019 will mark the end of the transitional period for the mandatory installation of a loading instrument to increase stability in all tank vessels transporting dangerous goods. This mandatory requirement was introduced in ADN in response to the accident of the “TMS Waldhof” on 13 January 2011, which capsized on the Rhine and released approximately 900 tonnes of sulphuric acid into the river. By the time salvaging operations were completed, the Rhine had been partially or fully closed to vessel traffic for a 32-day period and as many as 450 vessels were unable to continue travelling downstream for longer periods.

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

68. Six new United Nations vehicle regulations, aimed at improving vehicle safety and environmental performance entered into force in 2019:

(a) United Nations Regulation No. 146 on hydrogen and fuel cell vehicles of category L (powered two- and three-wheeled vehicles) entered into force on 2 January 2019;

(b) United Nations Regulation No. 147 on mechanical coupling components of combinations of agricultural vehicles entered into force on 2 January 2019;

(c) The lighting regulations simplification package consisting of three new United Nations Regulations covering the prescriptions of twenty-one individual United Nations Regulations entered into force on 15 November 2019:

(i) United Nations Regulation No. 148 on Light Signalling Devices;

(ii) United Nations Regulation No. 149 on Road Illumination Devices;

(iii) United Nations Regulation No. 150 on Retroreflective Devices;

(d) United Nations Regulation No. 151 on Blind Spot Information System for the detection of Bicycles by heavy duty vehicles entered into force on 15 November 2019.

69. United Nations Regulation No. 152 on Advanced Emergency Braking Systems for M₁ (cars) and N₁ (vans) vehicles was adopted at the June 2019 session of WP.29 with an estimated date of entry into force on 23 January 2020.

70. WP.29 updated existing United Nations Regulations with 139 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.

71. On 13 November 2019, the proposed amendments to the 1997 Agreement introducing new definitions, the possibility for electronic international inspection certificates and provisions on the conformity of periodic technical inspections entered into force. This amendment enhances the clarity of the provisions by adding further definitions, as well as providing for an enhanced level of quality, based on the requirements of the new appendix 3 on conformity of the periodical technical inspection process.

72. Two new United Nations Rules annexed to the 1997 Agreement entered into force on 10 June 2019.

(a) United Nations Rule No.3 sets out uniform provisions for Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) and/or Liquefied Natural Gas (LNG) in their propulsion system with regard to their roadworthiness.

(b) United Nations Rule No.4 provides uniform provisions for periodical technical inspections of motor vehicles with electric and hybrid-electric propulsion systems for roadworthiness.

73. In order address the importance of vehicle automation, the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) was created during the restructuring of WP.29. Its Framework Document (ECE/TRANS/WP.29/2019/34/Rev.1) addresses the safety and security of automated vehicles from the Society of Automotive Engineers (SAE) levels 3 and higher by creating a list of integral elements such as system safety, failsafe response, object event detection and response, operational domain, cyber security, software updates or data storage systems. It fosters the establishment of performance-based and technical neutral provisions, which represent state-of-the-art technology but not restricting future innovations. It also identified priorities and a workplan. These technical provisions should be drafted in an agreement-neutral way and thus provide the basis for regulations, or even guidelines, under the three agreements serviced by WP.29.

74. In order to implement the Framework Document, GRVA established four new Informal Working Groups, reporting to GRVA but not serviced by the secretariat:

- (a) Functional requirements for automated vehicles;
- (b) Validation methods for automated driving technologies;
- (c) Data Storage System for Automated Driving;
- (d) Cyber Security and Software updates, including Over-the-Air.

K. Working Party on Customs Questions Affecting Transport (WP.30)

75. After years of negotiations, WP.30 adopted the text of a new Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried by in international traffic by rail. The main aim of the Convention is to engage countries in Asia and Europe in the implementation of new railway projects along the main transport corridors of the Eurasian region. The new Convention was adopted by the Inland Transport Committee during its February 2019 session. Since then, Chad has become its first signatory.

76. At the request of the Chair of the Committee and the director of the Sustainable Transport Division, WP.30 conducted a survey on the roles and tasks of customs authorities in the field of road safety enforcement in order to align its work with the Inland Transport Committee Strategy until 2030.

77. WP.30 finalized its considerations of an extensive package of proposals to amend various provisions of the Convention and a new Annex 11 to the 1975 TIR Convention to accommodate eTIR and transmitted the package to the TIR Administrative Committee (AC.2) for final considerations. During its October 2019 session, AC.2 agreed on the final texts of the proposals, which have been submitted to its February 2020 session for formal adoption.

78. In 2019, various eTIR pilot projects were realized:

- (a) between Iran (Islamic Republic of) and Turkey, with parties discussing to extend its scope to cover all customs offices and all TIR Carnet holders from both countries;
- (b) between Georgia and Turkey;
- (c) between Azerbaijan and Iran (Islamic Republic of).

79. Three Information Technology experts joined the TIR secretariat and started working on the implementation of the eTIR international system. The priorities set for this system are reliability, security and ease of connectivity for contracting parties to the TIR Convention.

L. Technical assistance and capacity development activities

1. Capacity Development Action Plan

80. 2019 saw several milestones in the Sustainable Transport Division's technical assistance activities (capacity-development and advisory services). As requested by the ITC Strategy until 2030, the Secretariat prepared the ITC Capacity Development Action Plan which is submitted for ITC adoption in February 2020. The action plan identified four strategic areas: (i) awareness raising; (ii) capacity enhancement; (iii) seek synergies; and (iv) monitor and evaluate results; and activities to be implemented by the Secretariat in the years to come. Follow-up on the Georgia Road Safety Performance Review this year brought engagement from external experts for preparation of national technical regulation for efficient implementation of the 1958 Agreement for the first time. Paired with policy dialogue and capacity development workshop, technical assistance activities covered all aspects of efficient implementation of United Nations road safety-related legal instruments (a-z approach). The importance of regional transport connectivity and the role of SPECA cooperation was clearly demonstrated during the SPECA Economic Forum 2019. All seven SPECA countries strongly advocated for better cooperation in creation of efficient regional transport system. Finally, cooperation on regional rail connectivity in the South-East Europe and the Danube region continued, putting into focus rail freight transport.

2. Trans-European North-South Motorway (TEM) project

81. The seventy-second session of the TEM Steering Committee was held in Antalya on 1–2 May, and the seventy-third session in Warsaw on 3–4 December 2019. All activities outlined in the TEM Strategic Plan 2017–2021 were implemented.

82. Two thematic reports (Building information modelling for road infrastructure: TEM requirements and recommendations and Tooling systems deployment on the TEM Network: Considerations and recommendations) were prepared.

83. Workshop on evaluation of the efficiency of toll collection system (Antalya, Apr 2019) and Asset management workshop (Warsaw, Dec 2019).

84. The twenty-sixth TEM iHEEP Area V 2019 Annual Meeting was held in Warsaw and Cracow, Poland, (10–13 June). The meeting was dedicated to building information modelling (BIM) techniques and practices as one of the most important prerequisites in future project design for TEM countries. Representatives of TEM Member States and four Department of Transport of United States of America states shared their BIM experiences and best practices.

85. TEM participating Governments (Croatia and Poland) nominated TEM project management for 2020–2021, which will allow full-scale implementation of activities planned in the Strategic Plan.

3. Trans-European Railway (TER) Project

86. The draft TER High Speed Railway Master Plan Phase II report was presented to TER Steering Committee for comments and suggestions. The final report should be ready in the first quarter of 2020.

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

87. After several years, transport connectivity was one of key topics of the 2019 United Nations Special Programme for the Economies of Central Asia (SPECA) Economic Forum held in Ashgabat on 18–19 November 2019. National delegates and representatives of international organizations and multi-development banks discussed how to foster sustainable transport by reducing physical and non-physical barriers for transport and improve regional connectivity. The Ashgabat Initiative on reducing barriers to trade and transport using United Nations international legal instruments, norms, standards, and best-practice recommendations to strengthen the regional market and cross-border supply chains and to enhance connectivity of the SPECA countries with Europe and Asia, with the objective of attracting new investment, technologies and innovation in the SPECA region was launched during the Forum. These joint measures will contribute to sustainable and inclusive growth in the region and ultimately will support the efforts of the SPECA countries in the implementation of the 2030 Agenda for Sustainable Development. Special attention will be paid to reducing non-tariff barriers to trade, removal of physical and non-physical barriers for transport, and to fostering sustainable transport and trade facilitation.

88. In 2019, the WG-STTC focus was on alignment of the Working Group strategic documents (draft ToR and draft Work programme for 2020–2021) with transport-related Sustainable Development Goals and SPECA Governing Council decisions in last two years. The main goal was to set-up more dynamic and realistic work programme which will be focused on transport and connectivity topics of great importance for the SPECA subregion. Discussion on establishment of more efficient connectivity, sustainable development of transport system and seamless international and regional transit clearly emphasized a need for deeper sub-regional cooperation. ECE and ESCAP informed participants on new developments in preparation of international legal instruments, implementation of transport project and capacity development activities. The session of the WG-STTC also discussed monitoring and reporting on transport-related Sustainable Development Goals achievement.

5. Safe vehicles

89. As a follow-up to recommendations in the 2018 Road Safety Performance Review (RSPR) of Georgia, in cooperation with the Land Transport Agency of Georgia, the Secretariat organized a regional workshop devoted to the implementation of the 1958 Agreement (Tbilisi, 20–21 May 2019). The aim of the workshop was to strengthen knowledge of Georgian experts on how to efficiently implement provisions of the 1958 Agreement and update national legislation to be in full conformity with the Agreement. The project will be completed in January 2020.

6. Regional rail connectivity

90. A workshop on Regional Rail Connectivity in Belgrade held in October 2019 brought together 40 participants from South-Eastern European countries and the Danube area to discuss the need for better rail freight connectivity and operations. It was agreed that regular dialogue on this issue is important for efficient rail transport along the EATL routes and to attract cargo and for promoting relevant legal instruments.

Annex

Achieving the Sustainable Development Goals: Inland Transport Contributions in 2019

Working Parties of the Inland Transport Committee	Types of Contributions to the Implementation of the Sustainable Development Goals in 2019			
	Regulatory	Analytical	Capacity-Building	Sustainable Development Goals
SC.1 Road Transport	✓		✓	3 8 9
SC.2 Rail Transport	✓	✓	✓	8 9 11
SC.3 Inland Water Transport	✓	✓	✓	3 6 7 8 9 11 13 14 17
WP.1 Road Traffic Safety	✓	✓	✓	3 11
WP.5 Transport Trends & Economics		✓	✓	1 2 3 4 6 7 9 10 11 12 13
WP.6 Transport Statistics	✓	✓	✓	3 9 11
WP.11 Transport of Perishable Foodstuffs	✓	✓	✓	2 3 8 9 12
WP.15 Transport of Dangerous Goods	✓		✓	3 6 8 9 11 12 14
WP.24 Intermodal Transport and Logistics	✓		✓	9 11
WP.29 World Forum for Harmonization of Vehicles Regulations	✓	✓	✓	3 7 9 11 13
WP.30 Border Crossing & Customs	✓		✓	9 12 17
ECOSOC Committee of Experts on TDG and on GHS and its two sub-committees	✓	✓	✓	3 6 8 9 11 12 14

Sustainable Development Goals	Working Parties of the Inland Transport Committee											ECOSOC Committee of Experts on TDG and on GHS and its two sub-committees
	SC.1	SC.2	SC.3	WP.1	WP.5	WP.6	WP.11	WP.15	WP.24	WP. 29	WP.30	
1. No Poverty					✓							
2. Zero Hunger					✓		✓					
3. Good Health and Well-being	✓		✓	✓	✓	✓	✓	✓		✓		✓
4. Quality Education					✓							
5. Gender Equality												
6. Clean Water and Sanitation			✓		✓			✓				✓
7. Affordable and Clean Energy			✓		✓					✓		
8. Decent Work and Economic Growth	✓	✓	✓				✓	✓				✓
9. Industry, Innovation and Infrastructure	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
10. Reduced Inequality					✓							
11. Sustainable Cities and Communities		✓	✓	✓	✓	✓		✓	✓	✓		✓
12. Responsible Consumption and Production					✓		✓	✓			✓	✓
13. Climate Action			✓		✓					✓		
14. Life Below Water			✓					✓				✓
15. Life on Land												
16. Peace Justice and Strong Institutions												
17. Partnerships to achieve the Goal			✓								✓	