



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-second session

Geneva, 25–28 February 2020

Item 12 of the provisional agenda

#### Programme Plan for 2021

### Programme Plan for 2021\*

### Subprogramme 2: Transport

#### Revision

1. In December 2017, the seventy-second session of the General Assembly adopted resolution A/72/266 “Shifting the management paradigm in the United Nations”. With this resolution, Member States approved the proposed budget change from biennial to annual on a trial basis, beginning with the programme budget for 2020, and requested the Secretary-General to review the changes to the budgetary cycle in 2022, after completing the first full budgetary cycle. The General Assembly also decided to review at its seventy-seventh session, in view of taking a final decision, the implementation of an annual budget.

2. Based on the instructions from the United Nations Controller, the ECE secretariat has prepared the proposed programme budget for 2021 for subprogramme 2 (Transport), to share it for comments with the Inland Transport Committee (ITC) or its Bureau, and to EXCOM as part of the ECE budget proposal. The consolidated ECE proposed programme budget, modified as appropriate, will subsequently be submitted to the Committee for Programme and Coordination and the Advisory Committee on Administrative and Budgetary Questions at their sessions in mid-2020. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-fifth session in 2020 when it considers the Secretary-General’s proposed programme budget for 2021.

3. The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 28–29 November 2019. The Committee **is invited to review and provide comments** to this document.

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\* This revised version is being issued in response to General Assembly Resolution 74/251 on programme planning, which requested the Secretariat to strengthen the format of the PPB documents, by presenting a comprehensive and overall account of past results. Further updates to deliverables are reflected in this revised version.

## I. Objective

1. The objective, to which this subprogramme contributes, is to advance regionally and globally sustainable inland transport (road, rail, inland waterway and intermodality) system, by making it safer, cleaner, more efficient and more affordable, both for freight transport and people's mobility, through its role as the United Nations Platform for Inland Transport.

## II. Strategy

2. The ECE Transport Subprogramme is carried out by the programme of work adopted by the Inland Transport Committee (ITC), through its role, enshrined in the ITC Strategy until 2030 (ECE/TRANS/288/Add.2), as the United Nations Platform for Inland Transport to help efficiently address regional and global needs in inland transport. Inter alia, through its 20 Working Parties and 14 Administrative Committees, the ECOSOC Committee of Experts, and more than 50 formal and informal networks bringing together around 6,000 registered experts, it promotes regionally and globally sustainable transport systems.

3. The core pillar of its work is to administer the international regulatory framework for inland transport which currently includes 59 United Nations legal instruments on safety, pollution, efficiency and effectiveness (normative function), by developing new and updating existing legal instruments, as necessary.

4. At the request of member States and Contracting Parties, the subprogramme services the institutional platform for national governments and other key transport stakeholders to maintain this regulatory framework complemented by policy dialogue, analytical work, technical assistance and capacity building activities. This work is expected to contribute to ECE nexuses on sustainable mobility and smart connectivity; sustainable use of natural resources; sustainable and smart cities; and monitoring and measuring Sustainable Development Goals.

5. To contribute to advancing sustainable inland transport systems nationally, regionally and globally, the subprogramme will:

(a) Intensify its standard-setting and regulatory activities as the United Nations platform for inland transport conventions, ensuring that they remain up-to-date and open to all United Nations Member States. These activities are expected to support Governments in making progress towards the achievement of the sustainable development goals, most notably Goals 3, 6, 7, 8, 9, 11, 12 and 13.

(b) Ensure that (i) its regulatory functions are keeping pace with cutting-edge technologies driving transport innovation - especially in the areas of Intelligent Transport Systems, autonomous vehicles and digitalization, (ii) the different amendment processes for the different conventions do not cause fragmentation, and (iii) the dangers of stifling progress due to too-early regulation are avoided.

(c) Provide a platform for policy dialogue to review emerging challenges in inland transport, as well as proposals for improving infrastructure and operation at the annual ITC session.

(d) Provide an institutional platform supporting regional and inter-regional connectivity, developing new or building on existing initiatives, agreements, or corridors which is expected to result in more efficient cross-border flows of goods and people.

5bis. Past results in these areas include a significantly strengthened regulatory framework for sustainable inland transport systems, as evidenced by: (a) the adoption of 100 new UN vehicle regulations and updates to existing ones, contributing to the 360-degree approach to road safety of the Inland Transport Committee, as well as the adoption of two UN Global Technical Regulations on electric cars and on electric-powered two-wheelers to promote decarbonization of transport. These regulatory changes are legally binding, affecting the global production of vehicles and, as such, have an immediate impact on road safety and environmental performance; (b) the adoption of provisions on the transport of dangerous goods for the Agreement concerning the international carriage of dangerous goods by inland

waterways (ADN) that are focused on strengthening explosion protection on board inland waterway vessels; (c) the adoption of a set of amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), that addresses emerging safety and environmental issues resulting from the increasing development of transport and use of lithium batteries and of vehicles powered by cleaner fuels (such as liquefied or compressed natural gas or hydrogen fuel cells); and (d) the acceleration of computerization of the TIR system, eTIR, which resulted in increased attractiveness of the TIR in countries with fast growing economies and those striving towards paperless administration. E-TIR operations in pilot projects between Iran and Turkey as well as Georgia and Turkey provided evidence of the system's functionality in real live environment. The effectiveness of these activities is evidenced by the increased accession to the TIR Convention by Asian and Middle-East countries. Among the latest contracting parties are China, India and Pakistan, which alone account for 40 per cent of the global population.

6. These actions are expected to result in making inland transport systems safer, cleaner, more efficient and more affordable for the main beneficiaries of the subprogramme, which are the ECE member States and United Nations Member States that are Contracting Parties to United Nations inland transport conventions.

### **III. Programme performance in 2019: Strengthened Cooperation in Road Safety contributing to less road accident fatalities**

7. Mindful of the shortfalls in achieving the Sustainable Development Goal target on road safety by 2020 due to growing trend of road fatalities globally, in 2019, the subprogramme adopted a 360-degree approach to road safety to rip more benefits to its main beneficiaries. The approach comprises:

(a) Outreach to increase the number of countries acceding to its conventions, as evidenced by four new accessions to core Road Safety Conventions in 2019, that support countries' efforts to develop sound National Road Safety Systems;

(b) Continued development of the international legal framework and its incorporation in the production and manufacturing of safer vehicles. This is evidenced by the adoption of 149 new UN vehicle regulations and updates to existing ones, which are legally binding, affecting the global production of vehicles and, as such, have an immediate impact on road safety. A special case of strategic importance is the adoption of a Technical Resolution on *highly automated driving*, expected to pave the way for the comprehensive development and deployment of cutting-edge technologies in the future;

(c) Work on amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), including its further globalization, that make it easier for countries to accede and contribute to reducing disastrous road safety risks;

(d) National Road Safety Performance Reviews (RSPRs) that systematically identify country-specific needs, thus supporting evidence-based system-wide analysis, policy prioritization and high-impact interventions. This is evidenced by recommendations in Georgia and preparation of two new RSPRs in Ethiopia and Zimbabwe (forthcoming); and

(e) Capacity building workshops in six countries involving representatives of 18 countries.

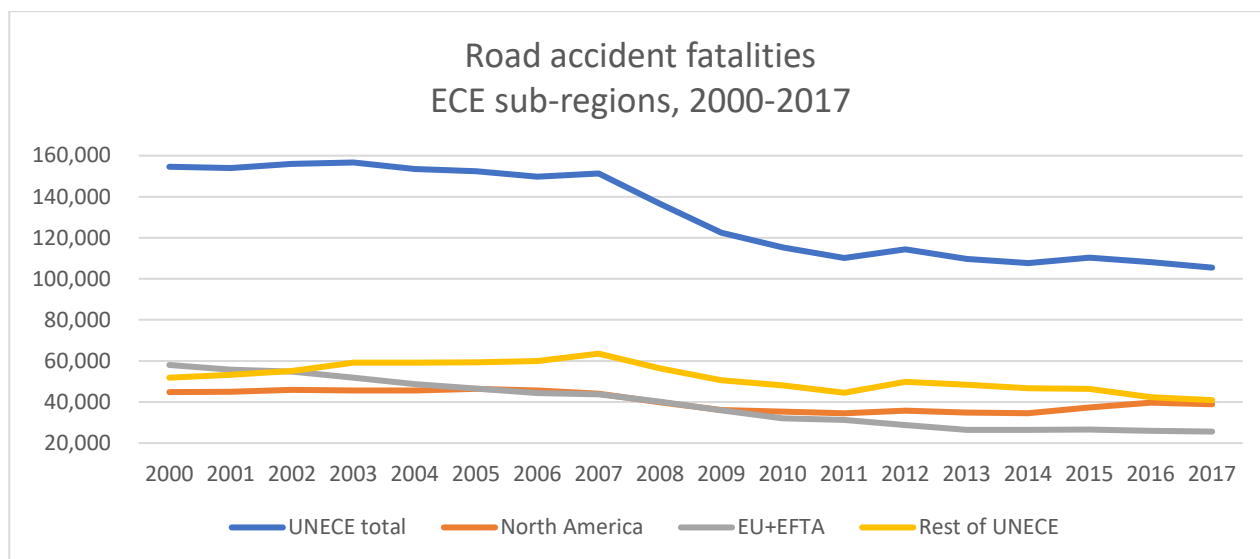
8. To accelerate the improvements in global road safety, the subprogramme mobilized political and policy support for road safety through the United Nations Secretary General's Special Envoy for Road Safety. A new landmark in 2019 was the operationalization of the United Nations Road Safety Trust Fund which had adopted all founding documents and started to finance five road safety projects in low- and middle-income countries.

#### *Progress towards attainment of the objective and performance measures*

9. This work contributed to a safer transport system as demonstrated by the continuing decrease of road accident fatalities in the ECE region from over 154,000 in 2000 to around 105,000 in 2017, a 2.4 per cent drop over 2016. Data for 2018 are already available for 22

countries, with the vast majority — 16 of them — showing a further decrease and resulting in a total available weighted average decrease of 5.4 per cent for 2018 over 2017.

#### *Performance measures*



#### **IV. Programme performance in 2019, against planned result**

10. A planned result for 2019, which is “Strengthened legal and regulatory framework for international inland transport, transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services”, as referred to in the proposed programme budget for the biennium 2018–2019, was achieved, as evidenced by (a) 149 new vehicle regulations and amendments adopted. These regulatory changes are legally binding, affecting the global production of vehicles and, as such, have a direct impact on road safety and environmental performance. The global use by the broad automotive sector (governments, intergovernmental organizations (IGOs), non-governmental organizations (NGOs), industry and academia) of these regulations is evidenced by 3.94 million searches, equivalent to 10,800 website visitors per day, leading to 340,000 document downloads (UN Regulations or UN Global Technical Regulations) per year; (b) six international legal instruments brought into compliance with the latest revised edition of the UN Recommendations on the Transport of Dangerous Goods. To illustrate the impact, the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), governs transnational transports of dangerous goods, thus ensuring their safety. The broad use of ADR is evidenced by the fact that the ADR publication generates approximately 18 per cent of total revenue from United Nations publications, reaching approximately USD 1 million per edition.

#### **V. Programme plan for 2021: Enhanced regulatory framework for sustainable inland transport systems that are safer, cleaner and more efficient**

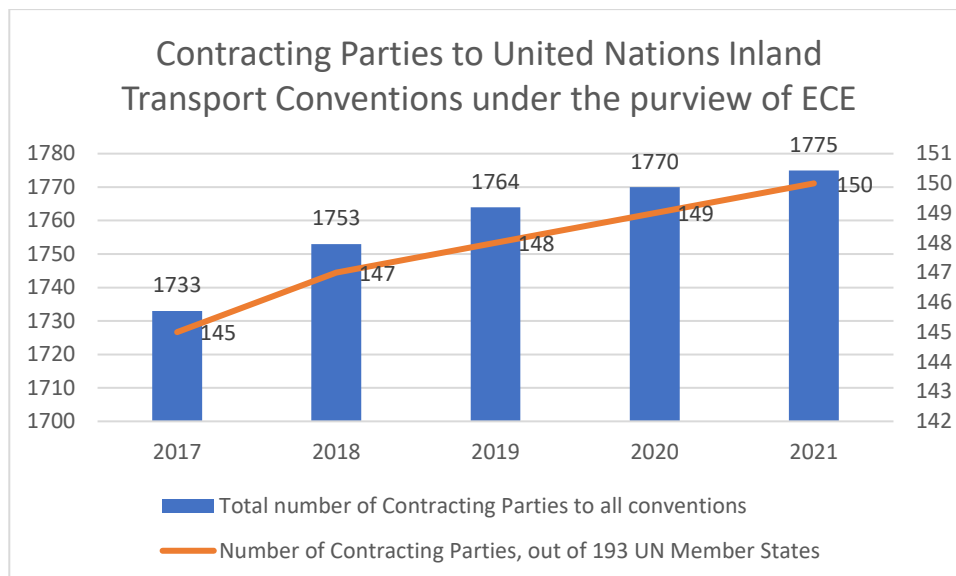
11. The Sustainable Development Goals Report 2017 concluded that while considerable progress has been made over the past decade across all areas of development, the pace of progress is insufficient to fully meet the Sustainable Development Goal targets by 2030. A clear illustration is road safety: in 2018, the General Assembly concluded that Sustainable Development Goal target 3.6 of halving global deaths and injuries from road traffic accidents by 2020 will not be met. Despite the global efforts, including overall improvements in the ECE region, the evidence shows that indeed Target 3.6 will not be met globally.

*Internal challenge and response*

12. The challenge for the subprogramme is to accelerate the broadening of its geographic reach and scale up its efforts to ensure that its activities further benefit other regions in their own efforts to: curb the 1.35 million of road traffic deaths annually; improve the environmental performance of the inland transport systems, including in the area of transport of perishable foodstuffs; and enhance the efficiency and connectivity, including through the digitalization and e-docs in transport. The subprogramme plans to do so through the implementation of the *ITC Strategy until 2030*, adopted in 2019, by, among other things, encouraging participation by countries from outside the ECE region to the activities of the ITC and its subsidiary bodies, and scaling up outreach and capacity building activities, including through partnerships with the United Nations system and external stakeholders and participation in regional and global initiatives. At the same time, the subprogramme faces challenges in post and non-post resources to meet new demands from Member States, including: (a) new emerging areas, such as regulatory work on automated/autonomous vehicles, digitalization and Intelligent Transport Systems; (b) overwhelming challenge in road safety, that needs the subprogramme to enhance its international regulatory work and assistance to Member States in the implementation of the United Nations legal instruments; (c) technical support to the Secretary-General's Special Envoy for Road Safety and the United Nations Road Safety Fund; (d) a constantly increasing number of prospective, new and existing Contracting Parties, whose increasing needs for support during accession and/or implementation of legal instruments administered by the subprogramme need to be serviced.

*Expected progress towards attainment of objective and performance measures*

13. Evidence shows that countries with a higher number of accessions to conventions and agreements have, for example, better road safety performance record, due to the legally binding nature and elaborated best practices of these legal instrument which, in turn, trigger favourable changes nationally. When aggregated, individual accessions create a more harmonized legal and regulatory framework nationally and internationally, which supports the development of sustainable inland transport systems. As shown in the figure, the number of total contracting parties (1,764) to United Nations legal instruments under the subprogramme's purview reached a respectable level and is continuously growing. But it remains insufficient compared to the need for stronger harmonization and for sustainable inland transport systems. Therefore, the expected result of this enhanced role of the Subprogramme to support the development of sustainable inland transport systems internationally would be the strengthened legal and regulatory framework for sustainable inland transport. The result will be evidenced by increased worldwide accessions to conventions and agreements, especially by countries outside the ECE region. As shown in the figure, in 2019, 148 United Nations Member States, including 92 non-ECE Member States, were Contracting Parties to at least one convention administered by the subprogramme. In 2018, Cabo Verde and Oman became contracting parties for the first time by acceding to conventions on Road Safety and Border Crossing Facilitation respectively. The same year, Nigeria became contracting party to five core United Nations Road Safety Conventions. In 2019, Myanmar became contracting party for the first time by acceding to two of the core Road Safety conventions. The expected result would demonstrate progress made in 2021 towards the collective attainment of the objective of the subprogramme.

*Performance measures*

## VI. Legislative mandates

14. The subprogramme continues to be guided by all mandates entrusted to it. The following constitute the list of legislative mandates:

*General Assembly resolutions*

<a href="#">58/9</a>	Global road safety crisis
<a href="#">68/269</a>	Improving global road safety
<a href="#">69/137</a>	Programme of Action for Landlocked Developing Countries for the Decade 2014–2024
<a href="#">69/213</a>	Role of transport and transit corridors in ensuring international cooperation for sustainable development
<a href="#">70/197</a>	Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors
<a href="#">70/217</a>	Follow-up to the second United Nations Conference on Landlocked Developing Countries
<a href="#">72/212</a>	Strengthening the link between all modes of transport to achieve the Sustainable Development Goals
<a href="#">72/271</a>	Improving global road safety
<a href="#">73/243</a>	Follow-up to the Second United Nations Conference on Landlocked Developing Countries

*Economic and Social Council resolutions*

<a href="#">1999/65</a>	Reconfiguration of the Committee of Experts on the Transport of Dangerous Goods into a Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals
<a href="#">2013/7</a>	Europe-Africa fixed link through the Strait of Gibraltar

[2019/7](#) Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

*Economic Commission for Europe decisions*

[ECE/AC.21/2014/2](#) Report of the High-level Meeting on Transport, Health and Environment on its fourth session

[ECE/TRANS/224](#) Report of the Inland Transport Committee on its seventy-fourth session (“UNECE Road Map for promoting ITS-20 global actions 2012–2020”)

[ECE/TRANS/236](#) Report of the Inland Transport Committee on its seventy-fifth session (Joint Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law; and Joint Statement on Future Development of Euro-Asian Transport Links)

[ECE/TRANS/248](#) Report of the Inland Transport Committee on its seventy-seventh session

[ECE/TRANS/254](#) Report of the Inland Transport Committee on its seventy-eighth session

[ECE/TRANS/270](#) Report of the Inland Transport Committee on its seventy-ninth session (Ministerial Resolution on embracing the new era for sustainable inland transport and mobility)

[ECE/TRANS/274](#) Report of the Inland Transport Committee on its eightieth session

[ECE/TRANS/288](#) Report of the Inland Transport Committee on its eighty-first session (Ministerial Resolution on enhancing cooperation, harmonization and integration in the era of transport digitalization and automation. ITC Resolution No. 265 on facilitating the development of inland water transport)

[ECE/TRANS/288/Add.2](#) Inland Transport Committee Strategy until 2030

[ECE/TRANS/SC.3/WP.3/2018/8/Rev.1](#) Ministerial declaration “Inland Navigation in a Global Setting”

[B \(66\)](#) Endorsement of the Geneva United Nations Charter on Sustainable Housing

*Decisions of the Treaty Bodies of United Nations Transport Agreements*

[E/ECE/TRANS/505/rev.3](#) 1958 Agreement Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations

[ECE/RCTE/CONF/4](#) 1997 Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections

[ECE/TRANS/132](#) 1998 Agreement concerning the establishment of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles

[ECE/TRANS/  
ADN/CONF/10/  
Add.1 and Corr.1](#)

European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

[ECE/TRANS/  
WP.30/AC.2/125](#)

Report of the Administrative Committee for the TIR Convention 1975 on its sixty-first session (Annex II “Joint statement on the computerization of the TIR procedure”)

## VII. Deliverables

15. The mandates provide the legislative framework for its deliverables. Table 20.1 lists all deliverables, by category and subcategory, for the period 2019–2021 that contributed and are expected to contribute to the attainment of the objective stated above.

Table 20.1

### Subprogramme 2: output performance for the period 2019–2021, by category and subcategory

<i>Deliverables</i>	<i>2019 plan</i>	<i>2019 actual</i>	<i>2020 plan</i>	<i>2021 plan</i>
<b>Quantified deliverables</b>				
<b>A. Facilitation of the intergovernmental process and expert bodies:</b>				
<b>Parliamentary documentation</b>	<b>1515</b>	<b>1507</b>	<b>1660</b>	<b>1264</b>
<b>1. Parliamentary documentation for Inland Transport Committee</b>	<b>1320</b>	<b>1312</b>	<b>1331</b>	<b>1071</b>
a. Inland Transport Committee	31	31	31	31
b. World Forum for Harmonization of Vehicle Regulations	837	837	840	580
c. Working Party on the Transport of Perishable Foodstuffs	33	33	33	33
d. Working Party on the Transport of Dangerous Goods	214	214	214	214
e. Working Party on Transport Trends and Economics	25	17	32	20
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport	9	9	10	10
h. Global Forum for Road Traffic Safety	16	16	16	16
i. Working Party on Rail Transport	12	12	12	26
j. Working Party on Intermodal Transport and Logistics	11	11	11	15
k. Working Party on Inland Water Transport	47	47	47	41
l. Working Party on Customs Questions Affecting Transport	71	71	71	71
<b>2. Parliamentary documentation for Economic and Social Council</b>	<b>190</b>	<b>190</b>	<b>324</b>	<b>190</b>
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	1	1	5	1
b. Subcommittee of Experts on the Transport of Dangerous Goods	157	157	257	157
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	32	32	62	32
<b>3. Parliamentary documentation for High-level Meeting on Transport, Health and Environment</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>3</b>
<b>Substantive services for meetings</b>	<b>354</b>	<b>368</b>	<b>373</b>	<b>364</b>
<b>4. Meetings of Inland Transport Committee</b>	<b>317</b>	<b>331</b>	<b>331</b>	<b>327</b>
a. Inland Transport Committee	16	16	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	111	111	111
c. Working Party on the Transport of Perishable Foodstuffs	8	8	12	8
d. Working Party on the Transport of Dangerous Goods	68	68	58	68
e. Working Party on Transport Trends and Economics	12	26	32	22
f. Working Party on Transport Statistics	6	6	6	6



<i>Deliverables</i>	<i>2019 plan</i>	<i>2019 actual</i>	<i>2020 plan</i>	<i>2021 plan</i>
g. Working Party on Road Transport	6	6	6	6
h. Global Forum for Road Traffic Safety	14	14	14	14
i. Working Party on Rail Transport	6	6	6	6
j. Working Party on Intermodal Transport and Logistics	6	6	6	6
k. Working Party on Inland Water Transport	18	18	18	18
l. Working Party on Customs Questions Affecting Transport	46	46	46	46
<b>5. Meetings of Economic and Social Council</b>	<b>35</b>	<b>35</b>	<b>40</b>	<b>35</b>
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	0	0	1	0
b. Subcommittee of Experts on the Transport of Dangerous Goods	25	25	29	25
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	10	10	10
<b>6. Meetings of High-level Meeting on Transport, Health and Environment</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>B. Generation and transfer of knowledge</b>				
<b>Technical cooperation projects</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
7. Project on Trans-European North-South Motorway (TEM)	1	1	1	1
8. Project on Trans-European Railway (TER)	1	1	1	1
<b>Seminars, workshops, fellowships and training events</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>13</b>
9. Workshops for Government officials and other stakeholders in the ECE region and in Contracting Parties to legal instruments under the purview of the Inland Transport Committee on: intelligent transport systems; transport statistics and trends; road, rail, inland water, intermodal and intersectoral transport issues; vehicle agreements and regulations	7	7	9	9
10. Seminars for national coordinators, experts, customs officials and transport industry on the TIR Convention and Trans-European North-South Motorway and Trans-European Railway projects	4	4	4	4
<b>Publications</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>12</b>
11. Publications on Transport of Dangerous Goods and special cargoes	4	4	3	3
12. Publications on Transport of Perishable Foodstuffs	0	0	0	1
13. Publications on Transport facilitation	3	3	0	1
14. Publications on Green and Safe Transport and cross-cutting issues	4	4	8	5
15. Publications on Vehicles Regulations	1	1	1	1
16. Publications on Statistics	2	2	1	1
<b>Technical materials</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
17. Fact sheet: what you should know about tyres	1	1	0	0
18. Factsheet: what you should know about safety belts	0	0	1	0
19. Factsheet: what you should know about advanced driver assistance systems (ADAS)	0	0	0	1
20. Transport statistics - country profiles	1	1	1	1
<b>Non-quantified deliverables</b>				
<b>C. Substantive deliverables</b>				
• Consultation, advice and advocacy: Set of advisory services for Contracting Parties of United Nations Transport Conventions administered by ECE on legal instruments relating to: inland transport; facilitation of transport; border crossing; road safety; vehicle construction; and transport of dangerous goods and other special cargoes				
• Databases and substantive digital materials: Update and maintenance of the International TIR Databank, which includes the list of transport companies authorized to use the TIR system, the online register of customs sealing devices and customs stamps, the list of customs offices operational for TIR, and, potentially, TIR certificates of approval; TIR and eTIR websites; Internet-based inventory of standards on inland water infrastructure; Web-based inventory of existing European Agreement on Main International Railway Lines (AGC) and European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards and parameters; Databases on transport statistics, road traffic accidents, transport of dangerous goods, transport of perishable foodstuffs, urban transport and transport and environment; Development and maintenance of the web-based International				

Rail Security Observatory; Electronic Convention on Road signs and signals (E-CoRSS); Smart and Sustainable Connectivity E-learning platform

**D. Communication deliverables:**

- Outreach programmes, special events and information materials: Information materials on legal instruments and activities of the subprogramme
  - External and media relations: Annual set of press releases for the subprogramme
  - Digital platforms and multimedia content: Digital platforms and multimedia content on sustainable transport and mobility; Update and maintenance of the website of the subprogramme
-