



Economic Commission for Europe**Inland Transport Committee****Eighty-fourth session**

Geneva, 22-25 February 2022

Item 6 (a) of the provisional agenda

Programmatic issues:**Programme of Work for 2022 and recommendations
on key components of the Programme of Work for 2024****Draft programme of work of the Transport subprogramme
for 2022****Note by the Secretariat****Introduction**

1. The present document sets out the draft programme of work of the Transport subprogramme (“the subprogramme”) for 2022. The Inland Transport Committee (“the Committee”) is invited to **adopt and recommend it for approval** to the Executive Committee (EXCOM). Any subsequent additional, discontinued or carried over deliverables will be reflected in United Nations Umoja system used by the secretariat for planning, monitoring and reporting on the implementation of the programme.
2. The draft programme of work applies a results-based management (RBM) approach, a broad management approach which establishes logical relationship between the hierarchical results (deliverables – results - objectives – impact) known as ‘results chain’, the resources (human and financial) known as ‘inputs’ and the external factors (strategic, governance, operational, financial) which can prevent from achieving the objective.
3. The objective, the strategy, the planned results and the deliverables in the draft programme of work correspond to those contained in the ECE proposed programme budget for 2022 (A/76/6 (Sect.20)). The work of the subprogramme is aligned with the Sustainable Development Goals (SDGs). In attaining its objective, the subprogramme builds on cross-sectoral collaboration with other subprogrammes in relevant ECE nexus areas where multiple SDGs converge.¹ This type of collaboration enables the subprogramme to maximize existing synergies, increase the efficiency of its work and have a multiplying effect on the impact of its actions to support countries to implement SDGs. The deliverables of the subprogramme fall into the following main categories: (a) facilitation of the intergovernmental process and expert bodies; (b) generation and transfer of knowledge, including technical cooperation projects, training events, seminars, workshops, and publications; (c) other substantive deliverables, and (d) communication deliverables.

¹ The ECE nexus areas are as follows: 1) Sustainable use of natural resources; 2) Sustainable and smart cities for all ages; 3) Sustainable mobility and smart connectivity; and 4) Measuring and monitoring SDGs.



4. The details of the proposed publications are provided in Annex I. The overall ECE legislative mandates and those specific for the subprogramme are listed in Annex II.

5. Annex III contains in Table 1 deliverables that form part of the Programme of Work of the Transport subprogramme for 2022 but were not included in the ECE proposed programme budget for 2022. These deliverables were either approved in line with established ECE processes after the adoption of the ECE programme budget for 2022 or originally planned for 2021 but their implementation was not possible due to the impact of the COVID-19 pandemic, thus necessitating the deferral of their implementation to 2022, in addition to deliverables planned in the ECE proposed programme budget for 2022. Table 2 contains mandates for newly established or extended expert bodies reflected in Table 1.

I. Objective

6. The objective, to which the subprogramme contributes, is to advance a 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.

II. Strategy

7. The responsibility for the subprogramme is vested in the Sustainable Transport Division.

8. The ECE transport subprogramme is carried out by the programme of work adopted by the Inland Transport Committee. In its capacity as the United Nations platform for inland transport, the Committee's role is to help to efficiently address regional and global needs in inland transport.² Through, among others, its 20 working parties and 14 administrative committees, the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and more than 50 formal and informal networks bringing together some 6,000 registered experts, the subprogramme promotes regionally and globally sustainable transport systems.

9. 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.

10. At the request of member States and contracting parties, the subprogramme services the institutional platforms 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. The subprogramme also contributes to the work of the Special Envoy of the Secretary-General for Road Safety and the operation of the United Nations Road Safety Fund, intended to facilitate improvements in road safety globally. Under emergency situations, including pandemics, the subprogramme also supports the efforts of member States to respond to and recover from such extraordinary circumstances, while minimizing disruptions to the functioning of the national, regional and international transport systems and the implementation of the sustainable development agenda. This work is expected to contribute to all four ECE nexuses.

11. To contribute to the objective, the subprogramme will intensify its standard-setting and regulatory activities as the United Nations platform for inland transport conventions, by supporting the development of new instruments and the updating of existing ones and 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 Sustainable Development Goals 3, 6 to 9 and 11 to 13. The subprogramme will also work through the Inland Transport Committee plenary sessions and its subsidiary bodies towards ensuring that its regulatory functions are keeping pace with cutting-edge technologies driving

² Inland Transport Committee strategy until 2030 (ECE/TRANS/288/Add.2, paras. 4–6).

transport innovation, especially in the areas of intelligent transport systems, autonomous vehicles and digitalization; that the different amendment processes for the various conventions do not cause fragmentation; and that the dangers of stifling progress owing to premature regulation are avoided. In addition, the subprogramme will provide a platform for policy dialogue at the annual session of the Committee to review emerging challenges and emergency situations in inland transport and proposals for improving infrastructure and operation. Furthermore, the subprogramme will provide an institutional platform through the Committee and its subsidiary bodies supporting regional and interregional connectivity, and developing new or building on existing initiatives, agreements or corridors.

12. The subprogramme plans to support member States on issues related to COVID-19 by supporting the adoption by the Inland Transport Committee at its plenary sessions of high-level political statements and/or resolutions on concerted action by member States and contracting parties during pandemics and other emergencies that will strengthen or enable the implementation of emergency-relevant decisions and mandates by the Committee, its subsidiary bodies and their members. The subprogramme will also promote knowledge-sharing and cooperation among Governments and key stakeholders, raise awareness of emerging issues and best responses, facilitate technically the adaptation of legally binding instruments and frameworks to the new realities, and prepare new guidance materials.

13. The above-mentioned work is expected to result in:

(a) Improvements in sustainable mobility, and monitoring and measuring the Sustainable Development Goals;

(b) Improvements in inland transport, leading to safer, cleaner, more efficient and more affordable systems for contracting parties to the United Nations inland transport conventions;

(c) More efficient and resilient cross-border flows of goods and people.

14. The planned support on issues related to COVID-19 is expected to result in enhanced intergovernmental cooperation in emergency situations and minimized disruptions in the continued implementation and updating of United Nations inland transport conventions

III. Planned results for 2022

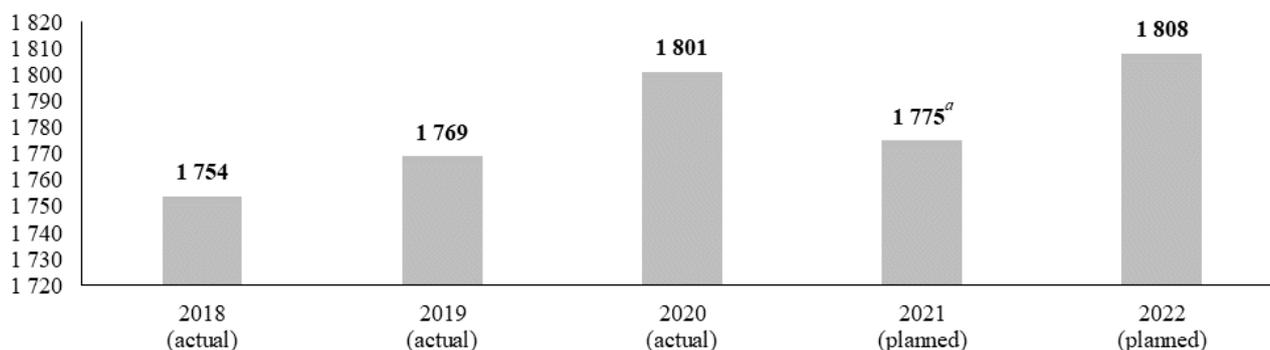
Result 1: enhanced regulatory framework for sustainable inland transport systems³

15. The subprogramme will continue the work related to the planned result, in line with its mandate. To contribute to further progress towards the objective, the subprogramme will further scale up its efforts to support the development of sustainable inland transport systems internationally that are more resilient to pandemics and other emergencies, and ensure that its activities further benefit other regions' efforts to curb the number of road traffic deaths and injuries; improve the environmental performance of the inland transport systems, including regarding the transport of perishable foodstuffs; and enhance efficiency and connectivity, including through digitalization and electronic documents in transport. The subprogramme plans to do so through the implementation of the Inland Transport Committee's strategy until 2030 by, among other things, accelerating the modernization and updating of relevant legal instruments in ways that are consistent with the lessons learned from the pandemic and address identified gaps in the existing regulatory framework, encouraging the participation of countries from outside the ECE region in the activities of the Committee 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. The expected progress is presented in the performance measure below (see Figure 1).

³ As reflected in the proposed programme budget for 2020 (A/74/6 (Sect. 20)).

Figure 1

Performance measure: total number of contracting parties to United Nations legal instruments on transport administered by the Economic Commission for Europe (cumulative)



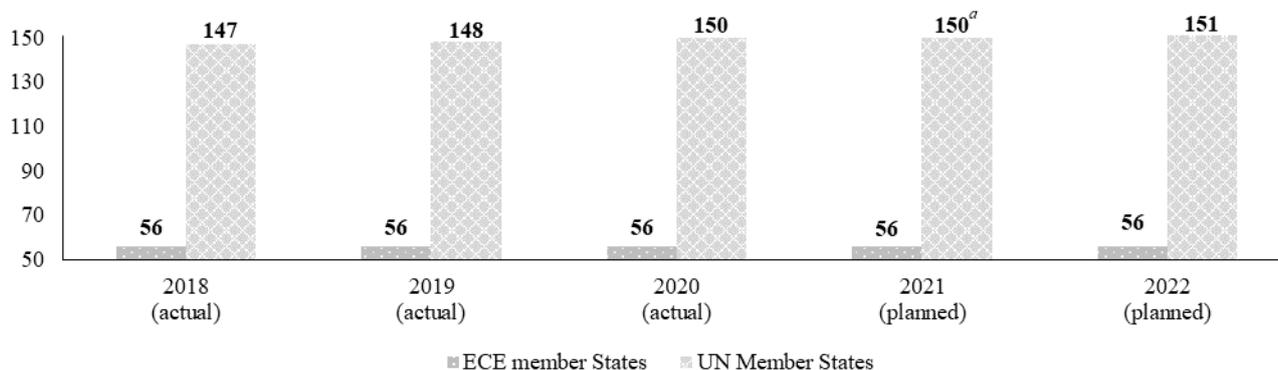
^a To maintain accountability for initial programme plans, the 2021 target is carried forward from the programme budget for 2021 and reflects best estimates at that point in time before the COVID-19 pandemic. Programme performance for 2021 will be reported in the proposed programme budget for 2023.

Result 2: increased number of new United Nations Member States becoming part of the regulatory framework for sustainable inland transport systems⁴

16. The subprogramme will continue the work related to the planned result, in line with its mandate. To contribute to further progress towards the objective, the subprogramme will strengthen its outreach, including through core partners, to increase the number of new United Nations Member States becoming contracting parties to conventions under its purview. The subprogramme will also continue the further globalization of its legal instruments, thus making it easier and more appealing for new countries to accede. The subprogramme plans to identify common gaps and trends in non-accession countries, through official comparative research papers on regional dynamics, and apply its capacity development strategy in a targeted way in order to build institutional knowledge within those countries, related in particular to the comparative advantages of deploying internationally established instruments, rather than “reinventing the wheel”, thus contributing to the further development of an internationally harmonized regulatory system. Furthermore, the subprogramme will organize or support capacity-building workshops and country-level policy reviews that would further clarify the advantages of the implementation, especially to Member States that, until 2020, were not contracting parties to any of the legal instruments under its purview. The expected progress is presented in the performance measure below (see Figure 2).

Figure 2

Performance measure: total number of Economic Commission for Europe member States and total number of United Nations Member States that are contracting parties to United Nations inland transport conventions under the purview of the Commission (cumulative)



^a To maintain accountability for initial programme plans, the 2021 target is carried forward from the programme budget

⁴ As reflected in the programme budget for 2021 ([A/75/6/Add.1](#)).

for 2021 and reflects best estimates at that point in time before the COVID-19 pandemic. Programme performance for 2021 will be reported in the proposed programme budget for 2023.

Result 3: strengthened regulatory support in road safety contributing to fewer worldwide road accident fatalities and injuries

17. Notwithstanding strong and consistent efforts by Member States, the international community was not able to achieve by 2020 target 3.6 of Sustainable Development Goal 3 of halving global deaths from road traffic accidents, owing to increasing, rather than decreasing, road fatalities and injuries globally. There were three milestones in 2020 for the global community's and United Nations efforts to recognize the shortcomings and address that challenge: the third Global Ministerial Conference on Road Safety, held in Stockholm on 19 and 20 February 2020; the adoption by the Inland Transport Committee, at its eighty-second session, of the Committee's recommendations on enhancing national road safety systems; and General Assembly resolution [74/299](#) on improving global road safety, adopted on 31 August 2020. All three milestones served as recognitions of the unique and critical role of ECE and, by extension, the transport subprogramme in successfully addressing the continuing crisis and establish mandates for the enhanced support of ECE for worldwide efforts. Through the adoption in 2019 of the Committee's strategy until 2030, the subprogramme formulated a 360-degree approach – regulatory, policy dialogue, analytical, capacity-building and technical assistance – to road safety in order to reap more benefits for its main beneficiaries. The approach comprises outreach to increase the number of countries acceding to its core road safety conventions, which support countries' efforts to develop sound national road safety systems; continued development of the international legal framework and its incorporation into the production of safer vehicles; dedicated work on amendments to legal instruments to accelerate their further globalization, which make it easier for countries to accede and contribute to reducing disastrous road safety risks; and national road safety performance reviews and road safety system assessments that will complement the efforts of Member States to enhance their national road safety systems, by helping them, among other things, to identify gaps, prioritize tasks and channel national efforts and financial resources to high-impact investments that are based on reliable, structured and consistent analysis and recommendations. The foundation and conceptual framework for these assessments is the Committee's recommendations on enhancing national road safety systems.

Lessons learned and planned change

18. The lesson for the subprogramme was that it needed to adjust its approach and focus in step with the needs of Member States, where there is a growing and strong demand, including outside the ECE region, to adjust and increase the support for a systematic, foundational approach to road safety that is needed in order to bring the desired results. The global community is increasingly realizing, as evidenced in General Assembly resolution [74/299](#), the unique contribution that the subprogramme can make.

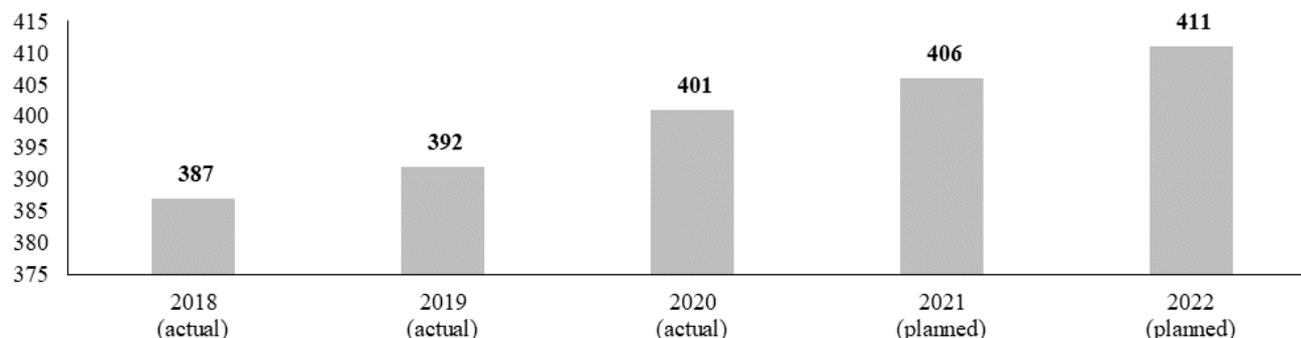
19. In applying the lesson, the subprogramme will encourage the participation of countries from outside the ECE region in the road safety activities of the Inland Transport Committee and its subsidiary bodies and scale up outreach and capacity-building activities to increase knowledge of the Committee's recommendations and enhance their implementation by national road safety authorities, including through partnerships with the United Nations system and external stakeholders and participation in regional and global initiatives. Furthermore, to accelerate improvements in road safety globally, the subprogramme will contribute to ECE efforts to mobilize political and policy support for road safety through the Special Envoy of the Secretary-General for Road Safety and the operation of the United Nations Road Safety Fund, such as through supporting the submission and implementation of joint projects supported through the Fund. As part of its response, the subprogramme will also contribute to the formulation of a coherent global plan of action to support the success of the second Decade of Action for Road Safety. In order to achieve all this, the subprogramme will leverage new technologies, when possible, minimize disruptions in the continued implementation and updating of United Nations inland transport conventions, and ensure continued progress in the achievement of the Sustainable Development Goals.

Expected progress towards the attainment of the objective, and performance measure

20. This work is expected to contribute to the objective, as demonstrated by the growing number of contracting parties to the seven core United Nations road safety conventions (see Figure 3).⁵

Figure 3

Performance measure: total number of contracting parties to core United Nations road safety conventions (cumulative)



IV. External factors

21. The subprogramme is expected to achieve its objective on the assumption that: (a) interested parties reach consensus on the updating of existing legal instruments and the development of new ones; (b) the environment is conducive to the accession to the United Nations transport conventions and their implementation and enforcement nationally; (c) there is a stable political climate internationally that supports the extension of transport infrastructure and networks, and border crossing facilitation; (d) there is political will to promote sustainable mobility.

V. Deliverables to be implemented in 2022

22. The table below lists all deliverables, by category and subcategory, that are expected to contribute to the attainment of the objective stated above.

| Category and subcategory | 2022 planned |
|---|--------------|
| A. Facilitation of the intergovernmental process and expert bodies | |
| Parliamentary documentation (number of documents) | 1 293 |
| 1. Documentation for the Inland Transport Committee | 1 023 |
| a. Inland Transport Committee and Bureau | 31 |
| b. World Forum for Harmonization of Vehicle Regulations | 420 |
| c. Working Party on the Transport of Perishable Foodstuffs | 33 |
| d. Working Party on the Transport of Dangerous Goods | 214 |
| e. Working Party on Transport Trends and Economics and subsidiary groups of experts | 26 |
| f. Working Party on Transport Statistics | 14 |
| g. Working Party on Road Transport and subsidiary groups of experts | 18 |

⁵ Convention on Road Traffic, 1949; Convention on Road Traffic, 1968; Convention on Road Signs and Signals, 1968; Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, 1958; Agreement concerning the Adoption of Uniform Conditions for Periodic Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, 1997; Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles, 1998; Agreement Concerning the International Carriage of Dangerous Goods by Road, 1957.

| <i>Category and subcategory</i> | <i>2022 planned</i> |
|---|---------------------|
| h. Global Forum for Road Traffic Safety and subsidiary groups of experts | 40 |
| i. Working Party on Rail Transport and subsidiary groups of experts | 34 |
| j. Working Party on Intermodal Transport and Logistics | 15 |
| k. Working Party on Inland Water Transport | 47 |
| l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts | 131 |
| 2. Documentation for the Economic and Social Council | 265 |
| a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals | 5 |
| b. Sub-Committee of Experts on the Transport of Dangerous Goods | 200 |
| c. Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals | 60 |
| 3. Documentation for the High-level Meeting on Transport, Health and Environment | 5 |
| Substantive services for meetings (number of three-hour meetings) | 423 |
| 4. Meetings of the Inland Transport Committee | 381 |
| a. Inland Transport Committee and Bureau | 16 |
| b. World Forum for Harmonization of Vehicle Regulations | 111 |
| c. Working Party on the Transport of Perishable Foodstuffs | 16 |
| d. Working Party on the Transport of Dangerous Goods | 58 |
| e. Working Party on Transport Trends and Economics and subsidiary groups of experts | 22 |
| f. Working Party on Transport Statistics | 6 |
| g. Working Party on Road Transport and subsidiary groups of experts | 12 |
| h. Global Forum for Road Traffic Safety and subsidiary groups of experts | 28 |
| i. Working Party on Rail Transport and subsidiary groups of experts | 18 |
| j. Working Party on Intermodal Transport and Logistics | 6 |
| k. Working Party on Inland Water Transport | 18 |
| l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts | 70 |
| 5. Meetings of the Economic and Social Council | 40 |
| a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals | 1 |
| b. Subcommittee of Experts on the Transport of Dangerous Goods | 29 |
| c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals | 10 |
| 6. Meetings of the High-level Meeting on Transport, Health and Environment | 2 |
| B. Generation and transfer of knowledge | |
| Field and technical cooperation projects (number of projects) | 2 |
| 7. Project on the Trans-European North-South Motorway | 1 |
| 8. Project on the Trans-European Railway | 1 |
| Seminars, workshops and training events (number of days) | 11 |
| 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; and vehicle agreements and regulations | 8 |
| 10. Seminars for national coordinators, experts, customs officials and transport industry on the Customs Convention on the International Transport of Goods under Cover of TIR Carnets and the Trans-European North-South Motorway and Trans-European Railway projects | 3 |
| Publications (number of publications) | 10 |
| 11. Publications on transport of dangerous goods | 2 |
| 12. Publications on transport of perishable foodstuffs | 1 |

| <i>Category and subcategory</i> | <i>2022 planned</i> |
|---|---------------------|
| 13. Publications on transport facilitation | – |
| 14. Publications on green and safe transport and cross-cutting issues | 5 |
| 15. Publications on vehicle regulations | 1 |
| 16. Publications on statistics | 1 |
| Technical materials (number of materials) | 1 |
| 17. Fact sheet: what you should know about safety belts | – |
| 18. Fact sheet: what you should know about advanced driver assistance systems | – |
| 20. Transport statistics – country profiles | 1 |

C. Substantive deliverables

Consultation, advice and advocacy: 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 cargo.

Databases and substantive digital materials: update and maintenance of the International TIR Data Bank website providing access to users from more than 70 contracting parties of the TIR Convention, which includes the list of the more than 32,000 transport companies authorized to use the TIR system; TIR and eTIR websites visits in excess of 19,000 annually; inventory of standards on inland water infrastructure; web-based inventory of existing European Agreement on Main International Railway Lines and European Agreement on Important International Combined Transport Lines and Related Installations 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 Rail Security Observatory; digitalized signs and signals (E-CoRSS) under the Convention on Road Signs and Signals; and 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 for universal and regional access.

External and media relations: press releases for the subprogramme.

Digital platforms and multimedia content: digital platforms and multimedia content on sustainable transport and mobility; and update and maintenance of the website of the subprogramme for universal and regional access.

Annex I

Details of proposed publications and information materials for 2022

A. Recurrent Publications

| <i>Item no.</i> | <i>Title</i> | <i>Mandate</i> | <i>Print and/or electronic</i> | <i>Trim size</i> | <i>No. of pages</i> | <i>Original language(s)</i> | <i>Translated language(s) and Source of funding (RB or XB)</i> | <i>No. of copies and language(s)</i> |
|-----------------|--|-------------------------|--------------------------------|------------------|-----------------------------|-----------------------------|--|--------------------------------------|
| 1 | Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2023) (Volume I and II) | ECE/TRANS/304, para. 33 | Print and digital | A4 | Vol. I: 700 Vol. II: 700 | E, F | R | 25E, 25F, 5R |
| 2 | European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2023) (Volume I and II) | ECE/TRANS/304, para. 33 | Print and digital | A4 | Vol. I: 650 Vol. II: 500 | E, F | R | 30E, 15F, 10R |
| 3 | Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) | ECE/TRANS/304, para. 33 | Print and digital | A4 | 150 | E, F | R | 100E, 50F, 50R |
| 4 | World Forum for Harmonization of Vehicle Regulations (WP.29). How it works - how to join it | ECE/TRANS/304, para. 33 | Print and Digital | A4 | 150 | E | A, C, F, R, S | 500E, 300F, 300R |
| 5 | Biannual Transport Statistics Publication | ECE/TRANS/304, para. 33 | Print and digital | A4 | 300 | E | F, R | 50E, 30F, 30R |

B. Non-recurrent publications

| <i>Item no.</i> | <i>Title</i> | <i>Mandate</i> | <i>Print and/or electronic</i> | <i>Trim size</i> | <i>No. of pages</i> | <i>Original language (s)</i> | <i>Translated language(s) and Source of funding (RB or XB)</i> | <i>No. of copies and language(s)</i> |
|-----------------|--|-------------------------|--------------------------------|------------------|---------------------|------------------------------|--|--------------------------------------|
| 1 | Intermodal Transport and Logistics | ECE/TRANS/304, para. 33 | Print and digital | A4 | 150 | E | F, R | 50E, 30F, 30R |
| 2 | Rail transport | ECE/TRANS/304, para. 33 | Print and digital | A4 | 150 | E | F, R | 50E, 30F, 30R |
| 3 | River Information Services on Inland Waterways | ECE/TRANS/304, para. 33 | Print and digital | A4 | 150 | E | F, R | 100E, 30F, 50R |
| 4 | Benchmarking transport infrastructure construction costs | ECE/TRANS/304, para. 33 | Print and Digital | A4 | 250 | E | F, R | 100E, 100F, 100R |
| 5 | Transport trends and economics | ECE/TRANS/304, para. 33 | Print and digital | A4 | 200 | E | F, R | 100E, 100F, 100R |

C. Information/promotional materials

| <i>Item no.</i> | <i>Title</i> | <i>Mandate</i> | <i>Print and/or electronic</i> | <i>Trim size</i> | <i>No. of pages</i> | <i>Original language (s)</i> | <i>Translated language(s)⁶</i> | <i>No. of copies and language(s)</i> |
|-----------------|---|--------------------------|--------------------------------|------------------|---------------------|------------------------------|---|--------------------------------------|
| 1 | Transport statistics - country profiles | ECE/TRANS/294, para. 138 | Print and Electronic | A4 | 20 | E | F;R | E-200; F-100; R-100 |

⁶ Due to resource constraints, translation of promotional materials should be covered mainly from XB resources. Otherwise, it will decrease your subprogramme's quota for translation of planned publications.

Annex II

Legislative mandates

A. Overall ECE legislative mandates

1. Resolutions of the General Assembly

| <i>Res No.</i> | <i>Title</i> |
|------------------------|--|
| 66/288 | The future we want |
| 67/10 | Cooperation between the United Nations and the Eurasian Economic Community |
| 67/290 | Format and organizational aspects of the high-level political forum on sustainable development |
| 69/277 | Political declaration on strengthening cooperation between the United Nations and regional and subregional organizations |
| 69/313 | Addis Ababa Action Agenda of the Third International Conference on Financing for Development (Addis Ababa Action Agenda) |
| 70/1 | Transforming our world: the 2030 Agenda for Sustainable Development |
| 71/14 | Cooperation between the United Nations and the Shanghai Cooperation Organization |
| 71/16 | Cooperation between the United Nations and the Economic Cooperation Organization |
| 72/237 | South-South Cooperation |
| 72/279 | Repositioning of the United Nations development system in the context of the quadrennial comprehensive policy review of operational activities for development of the United Nations system |
| 73/10 | Cooperation between the United Nations and the Central European Initiative |
| 73/195 | Global Compact for Safe, Orderly and Regular Migration |
| 74/122 | Implementation of the outcome of the World Summit for Social Development and of the twenty-fourth special session of the General Assembly |
| 74/128 | Follow-up to the Fourth World Conference on Women and full implementation of the Beijing Declaration and Platform for Action and the outcome of the twenty-third special session of the General Assembly |
| 74/144 | Implementation of the Convention on the Rights of Persons with Disabilities and the Optional Protocol thereto: accessibility |
| 74/216 | Implementation of Agenda 21, the Programme for the Further Implementation of Agenda 21 and the outcomes of the World Summit on Sustainable Development and of the United Nations Conference on Sustainable Development |
| 74/231 | Development cooperation with middle-income countries |
| 74/235 | Women in development |
| 74/271 | Progress towards an accountability system in the United Nations Secretariat |

| | |
|------------------------|--|
| 74/297 | Progress in the implementation of General Assembly resolution 71/243 on the quadrennial comprehensive policy review of operational activities for development of the United Nations system |
| 74/306 | Comprehensive and coordinated response to the coronavirus disease (COVID-19) pandemic |
| 75/8 | Cooperation between the United Nations and the Organization for Democracy and Economic Development – GUAM |
| 75/9 | Cooperation between the United Nations and the Commonwealth of Independent States |
| 75/12 | Cooperation between the United Nations and the Black Sea Economic Cooperation Organization |
| 75/216 | Disaster risk reduction |
| 75/221 | Ensuring access to affordable, reliable, sustainable and modern energy for all |
| 75/233 | Quadrennial comprehensive policy review of operational activities for development of the United Nations system |

2. Resolutions of the Economic and Social Council

| <i>Res No.</i> | <i>Title</i> |
|-------------------------|--|
| 1998/46 | Further measures for the restructuring and revitalization of the United Nations in the economic, social and related fields |
| 2006/38 | Workplan on reform of the Economic Commission for Europe and revised terms of reference of the Commission |
| 2013/1 | Outcome of the review of the 2005 reform of the Economic Commission for Europe |

3. Economic Commission for Europe decisions

| <i>Res No.</i> | <i>Title</i> |
|------------------------|--|
| A (64) | The work of the Economic Commission for Europe |
| A (65) | Outcome of the review of the 2005 reform of ECE |
| A (66) | Endorsement of the High-level statement on the post-2015 development agenda and expected sustainable development goals in the ECE region |
| A (68) | High-level statement |
| B (68) | Extension of the mandate of the Regional Forum on Sustainable Development |

B. Legislative mandates specific to the subprogramme

1. Resolutions of the General Assembly

| <i>Res No.</i> | <i>Title</i> |
|------------------------|------------------------------|
| 58/9 | Global road safety crisis |
| 68/269 | Improving global road safety |

| | |
|------------------------|---|
| 69/137 | Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 |
| 69/213 | Role of transport and transit corridors in ensuring international cooperation for sustainable development |
| 70/197 | Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors |
| 70/217 | Follow-up to the second United Nations Conference on Landlocked Developing Countries |
| 72/212 | Strengthening the links between all modes of transport to achieve the Sustainable Development Goals |
| 72/271 | Improving global road safety |
| 73/243 | Follow-up to the Second United Nations Conference on Landlocked Developing Countries |
| 74/299 | Improving global road safety |

2. Resolutions of the Economic and Social Council

| <i>Res No.</i> | <i>Title</i> |
|-------------------------|--|
| 1999/65 | 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 |
| 2013/7 | 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 |

3. Economic Commission for Europe decisions

| <i>Res No.</i> | <i>Title</i> |
|----------------------------------|---|
| 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 (adopting Ministerial Resolution on enhancing cooperation, harmonization and integration in the era of transport digitalization and automation; Committee resolution no. 265 on |

| | |
|-------------------------------|--|
| | the ministerial declaration “Inland Navigation in a Global Setting” and on facilitating the development of the inland water transport; and the Committee strategy until 2030) |
| B (66) | Endorsement of the Geneva Charter on Sustainable Housing |
| ECE/TRANS/294 | Report of the Inland Transport Committee on its eighty-second session (adopting Ministerial Declaration on enhancing sustainable inland transport solutions to global climate and environmental challenges: a united call to action) |

4. Decisions of the treaty bodies of United Nations transport agreements

| <i>Res No.</i> | <i>Title</i> |
|---|--|
| 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 | 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”) |

Annex III

Changes in planned deliverables for 2022

Table 1
List of revised or additional deliverables in 2022

| <i>Category and subcategory</i> | <i>2022 planned in A/76/6 (Sect. 20)</i> | <i>2022 revised or additional</i> |
|---|--|-----------------------------------|
| A. Facilitation of the intergovernmental process and expert bodies | | |
| Revised/additional parliamentary documentation (number of documents) | 1293 | 1401 |
| 1. Revised/additional documentation for the Inland Transport Committee | 1023 | 1131 |
| a. Working Party on Road Transport | No change | No change |
| i) Group of Experts on the operationalization of eCMR (*see mandates) | - | 12 |
| b. World Forum for Harmonization of Vehicle Regulations | 420 | 500 |
| c. Working Party on Transport Trends and Economics | | |
| i) Group of Experts on cycling infrastructure (**see mandates) | 0 | 6 |
| d. Working Party on Rail Transport | No change | No change |
| Group of Experts tasked with drafting a new legal instrument on international rail passenger hubs, | 0 | 10 |
| 2. Revised/additional documentation for the Economic and Social Council | No change | No change |
| 3. Revised/additional documentation for the High-level Meeting on Transport, Health and Environment | No change | No change |
| Revised/additional substantive services for meetings (number of three-hour meetings) | 423 | 467 |
| 4. Revised/additional meetings of the Inland Transport Committee | 381 | 425 |
| a. Working Party on Road Transport | No change | No change |
| i) Group of Experts on the operationalization of eCMR (*see mandates) | - | 18 |
| b. Global Forum on Road Traffic Safety | No change | No change |
| i) Group of Experts on Road Signs and Signals | 4 | 6 |
| ii) Group of Experts tasked with drafting a new legal instrument on the use of automated vehicles in road traffic | 4 | 8 |
| c. Working Party on Transport Trends and Economics | No change | No change |
| i) Group of Experts on cycling infrastructure (**see mandates) | 0 | 8 |
| d. Working Party on Rail Transport | No change | No change |
| Group of Experts tasked with drafting a new legal instrument on international rail passenger hubs, | 0 | 12 |
| 5. Revised/additional meetings of the Economic and Social Council | No change | No change |
| 6. Revised/additional meetings of the High-level Meeting on Transport, Health and Environment | No change | No change |

Table 2

Mandates for newly established or extended expert bodies

| <i>Intergovernmental, expert bodies established/extended in 2020</i> | <i>Mandate</i> | <i>Valid until</i> |
|---|--|--|
| Group of Experts on Road Signs and Signals | Mandate: ECE/TRANS/304, para. 27 | Current: 2021-2022 |
| Group of Experts tasked with drafting a new legal instrument on the use of automated vehicles in road traffic | Mandate: ECE/TRANS/304, para. 26 | Current: 2021-2022 |
| Group of Experts tasked with drafting a new legal instrument on international rail passenger hubs | Mandate: ECE/TRANS/304, para. 25 | Current: 2021-2022 |
| * Group of Experts on the operationalization of eCMR | Included in this table without prejudice and subject to approval by ITC and EXCOM Reference Documents : ECE/TRANS/2022/6 and ECE/TRANS/SC.1/416 | [<i>Subject to approval</i>] 2022–2023 |
| ** Group of Experts on cycling infrastructure | Included in this table without prejudice and subject to approval by ITC and EXCOM Reference Documents : ECE/TRANS/2022/6 and ECE/TRANS/WP.5/70, para 50 | [<i>Subject to approval</i>] 2022–2023 |