

Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Sub-Committee of Experts on the Transport of Dangerous Goods

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Item 14 of the provisional agenda

Other business

Review of ECOSOC subsidiary bodies to be conducted during the 2022 session of ECOSOC, expected contributions from the TDG Sub-Committee and related follow-up actions

Note by the secretariat

Introduction

1. The General Assembly adopted on 25 June 2021 **resolution 75/290 A** on the “Review of the implementation of General Assembly resolution 72/305 on the strengthening of the Economic and Social Council” **and resolution 75/290 B** on the “Review of the implementation of GA resolutions 67/290 on the format and organizational aspects of the High-level political forum on sustainable development (HLPF) and 70/299 on the follow-up and review of the 2030 Agenda for Sustainable Development at the global level”.¹
2. In the resolution, the General Assembly “calls upon the Council, its subsidiary bodies and other relevant bodies and platforms of the United Nations system to implement the provisions contained therein in an expeditious manner;”.
3. The resolutions were adopted to address the views expressed by many Member States that continue to see a need for reinforcing ECOSOC’s guidance and coordination of its subsidiary bodies and for **enhancing the work of its subsidiary bodies, aligning them more closely with the 2030 Agenda and reinforcing their expert nature**. They aim at supporting the Council to effectively carry out its Charter mandates and contribute to the implementation of the 2030 Agenda and other United Nations conferences and summits in the social, economic and environmental areas as well as to the response to COVID-19.
4. As a follow-up to the General Assembly resolutions and to further strengthen the Council’s role in the oversight, guidance and coordination of its subsidiary bodies, the President and Bureau of the Council were invited to work with the bureaux of its subsidiary bodies and in consultation with delegations during the 2022 session of the Council, so as to identify possible actions to be taken to implement the provisions of paragraphs 28 and 29 of the Annex to General Assembly resolution 72/305:²

¹ Information about past and on-going reviews of ECOSOC and HLPF is available at : ECOSOC and HLPF Reviews | 75th Economic and Social Council

² <https://undocs.org/A/RES/72/305>

Paragraph 28:

*The Economic and Social Council should strengthen its oversight and coordination role of its subsidiary bodies. It should review their work with a view to ensuring their continued relevance. It will also ensure that they produce technical and expert analysis, assessments and policy recommendations to inform the integrated view of the Council and **inform efforts to implement the 2030 Agenda. It should effectively integrate the outcomes of its subsidiary bodies into its own work.***

Paragraph 29:

*The Economic and Social Council should **request its subsidiary bodies to ensure that they best support the implementation of the 2030 Agenda and the work of the Council. Their work should reflect the need for an integrated and action-oriented approach to the Sustainable Development Goals. Their recommendations should build on a solid evidence-based review of progress on the 2030 Agenda and of the outcomes of conferences and summits in their respective area. They should work in an efficient, effective, transparent and inclusive manner.***

5. The resolution also provided guidance on the preparations for the new coordination segment that would replace the integration segment and the informal meeting of the Council with the Chairs of the subsidiary bodies. This new segment will be held annually for up to two days by early February. In its resolution E/RES/2022/1,³ the Economic and Social Council decided that the coordination segment will be held on 3 and 4 February 2022. The intention of the coordination segment is:

- to bring together all ECOSOC subsidiary bodies and UN system entities, (including specialized agencies) at the beginning of the year to provide forward-looking policy guidance to guide the work of ECOSOC and its subsidiary bodies in the following six months, culminating in the high-level segment of ECOSOC and the High-Level Political Forum on sustainable development (HLPF).
- to ensure coherence and direction in the policies and normative work of subsidiary bodies and specialized agencies relating to the 2030 Agenda as well as to other aspects of the work of the Council.
- to allow for better coordination of the Council system towards an efficient and integrated workflow.

Focus of the review

6. The focus of the review mandated by the General Assembly includes ensuring that subsidiary bodies produce high-quality assessments and policy recommendations on the implementation of the 2030 Agenda and the Sustainable Development Goals (SDGs). It should also ensure that subsidiary bodies adequately support the work of ECOSOC.

7. It is expected that ECOSOC will utilize the review to:

- rethink its agenda to make it fully relevant in supporting the implementation of the 2030 Agenda and the Council's role in advancing the decade of action and the global response to the COVID-19 pandemic.
- reflect on how to ensure that the work of their subsidiary bodies builds on science, data, evidence and expert analysis.

³ <https://undocs.org/E/RES/2022/1>

- assess whether subsidiary bodies look at integrated policies building on the interlinkages across the SDGs and produce action-oriented recommendations.
- discuss how key emerging trends identified in the outcome document of the SDG summit, the Political Declaration of the 75th anniversary of the United Nations and other events or scientific analysis could be better reflected in the agendas of subsidiary bodies.
- consider whether emerging consensus on specific aspects of the Common Agenda could be discussed in subsidiary bodies.
- identify gaps and recommendations to increase coordination and coherence among the subsidiary bodies.
- reflect on how ECOSOC can build better on the combined work of its subsidiary bodies in producing impactful guidance on integrated policies to achieve the SDGs, taking into account the synergies and trade-offs that may be identified based on the work of the subsidiary bodies.

Process for conducting the review

8. The review is expected to start in November 2021 and be completed by June-July 2022 with the related proposals being considered by ECOSOC during its management segment in July 2022. The secretariats are requested to provide strong support for the review.

9. The format of the outcome of the review (e.g.: resolution, summary) will be decided based on the proposals of the bureaux of ECOSOC and its subsidiary bodies.

Expected contributions from the TDG Sub-Committee and related follow-up actions

10. The Committee of Experts on the Transport of Dangerous Goods and on the GHS and its two subcommittees are subsidiary bodies of ECOSOC. As such, they are expected to contribute to the ECOSOC review following the request by the General Assembly.

11. ECOSOC functional commissions and other **intergovernmental bodies** and forums, are **invited to share relevant input and deliberations as they address goals and targets from the perspective of themes of the 2021 and 2022 ECOSOC and HLPF**, as follows:

- 2021 theme and related SDGs:

The theme of the 2021 session was “Sustainable and resilient recovery from the COVID-19 pandemic that promotes the economic, social and environmental dimensions of sustainable development: building an inclusive and effective path for the achievement of the 2030 Agenda in the context of the decade of action and delivery for sustainable development”.

SDGs reviewed in depth by the HLPF in 2021:

1 (no poverty), 2 (zero hunger); 3 (good health and well-being), 8 (decent work and economic growth); 10 (reduced inequalities); 12 (responsible consumption and production); 13 (climate action); 16 (peace, justice and strong institutions); and 17 (means of implementation and partnerships for the Goals).

- 2022 theme and related SDGs:

The theme of the 2022 session will be: “Building back better from the coronavirus disease (COVID-19) while advancing the full implementation of the 2030 Agenda for Sustainable Development”.

SDGs to be reviewed in depth by the HLPF in 2022:

4 (quality education), 5 (gender equality), 14 (life below water), 15 (life on land), and 17 (partnerships for the goals). The forum will also take into account the different and particular impacts of the COVID-19 pandemic across all SDGs and the integrated, indivisible and interlinked nature of the Goals.

12. The request from contributions to the 2021 theme was unfortunately not received by the secretariat on time for the Sub-Committee to consider it at its July session. However, it has been agreed with the ECOSOC secretariat that this contribution can be provided after the December session, together with inputs relating to the preparation of the 2022 coordination segment of the ECOSOC to be held in February next year.

13. The Council and the HLPF expect recommendations from the functional commissions and expert bodies on various aspects of recovering better from COVID-19, including socio-economic policies, data and information management, food security and nutrition, digital and other technologies, governance and institutional elements, forests and sustainable recovery as well as impact of the pandemic on various aspects of human rights.

14. As part of the preparatory work for the ECOSOC and HLPF forum sessions, the ECOSOC secretariat has sent a questionnaire (see Annex II) including policy-related questions as well as a request for mapping TDG Sub-Committee’s work and outcomes with the sustainable development goals.

15. The Sub-Committee is invited to consider and provide feedback on:

- (a) the draft contribution prepared by the secretariat in Annex I;
- (b) the questions in Annex II.

16. The contributions from the TDG Sub-Committee on (a) and (b) above will be communicated after the session to the ECOSOC secretariat.

Annex I

Overview of the work of the TDG Sub-Committee and its linkages to the 2030 Agenda

Links between the sustainable development agenda and the Model Regulations and the Manual of Tests and Criteria

1. The Recommendations on the Transport of Dangerous Goods are addressed to governments and to international organizations concerned with safety in the transport of dangerous goods by sea, air, road, rail and inland waterways. The first version, prepared by the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods, was published in 1956 (ST/ECA/43-E/CN.2/170). In response to developments in technology and the changing needs of users, they have been regularly amended and updated at succeeding sessions of the Committee of Experts pursuant to Resolution 645 G (XXIII) of 26 April 1957 of the Economic and Social Council and subsequent resolutions. At its nineteenth session (2-10 December 1996), the Committee adopted a first version of the "Model Regulations on the Transport of Dangerous Goods", which were annexed to the tenth revised edition of the Recommendations on the Transport of Dangerous Goods. This was done to facilitate the direct integration of the Model Regulations into all modal, national and international regulations and thereby enhance harmonization, facilitate regular updating of all legal instruments concerned, and result in overall considerable resource savings for the Governments of the Member States, the United Nations, the specialized agencies and other international organizations.
2. By resolution 1999/65 of 26 October 1999, the Economic and Social Council extended the mandate of the Committee to the global harmonization of the various systems of classification and labelling of chemicals which are applicable under various regulatory regimes, e.g.: transport; workplace safety; consumer protection; environment protection, etc. The Committee was reconfigured and renamed "Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals", supported with one sub-committee specialized in the transport of dangerous goods (TDG Sub-Committee) and another one addressing the global harmonization of classification and labelling of chemicals (GHS Sub-Committee).
3. The "Manual of Tests and Criteria" contains criteria, test methods and procedures to be used for the classification of dangerous goods according to the provisions of the "Model Regulations", as well as of chemicals presenting physical hazards according to the "Globally Harmonized System of Classification and Labelling of Chemicals (GHS)". It therefore also supplements national or international regulations which are derived from the Model Regulations or the GHS.
4. At its biannual sessions, the Committee of Experts usually adopts a set of amendments to the Model Regulations and to the Manual of Tests and Criteria, taking into account the amendments adopted by its TDG Sub-Committee. The Committee also adopts a set of amendments to the GHS adopted by its GHS Sub-Committee and requests the secretariat of the United Nations Economic Commission for Europe (UNECE) which provides secretariat services to the Economic and Social Council's Committee of Experts to prepare and publish these publications. Additional information on the publications may be found on the UNECE Sustainable Transport Division website: <https://unece.org/transport/dangerous-goods>

5. The TDG Sub-Committee is among others responsible for:
- recommending and defining groupings or classification of dangerous goods on the basis of the character of ~~risk-hazard~~ involved, and to develop related classification tests and criteria;
 - listing the principal dangerous goods moving in commerce and assigning each to its proper grouping or classification;
 - recommending marks or labels for each grouping or classification, which shall identify the ~~risk-hazard~~ graphically and without regard to printed text;
 - recommending simplest possible requirements for shipping papers covering dangerous goods;
 - addressing the problem of packing (including construction, testing and use of packagings, intermediate bulk containers, large packagings, gas cylinders and gas receptacles);
 - studying the questions concerning the construction, testing and use of tanks other than those permanently fixed to, or forming part of, the structure of seagoing or inland waterway vessels;
 - developing provisions for the transport of solid substances in bulk in freight containers;
 - addressing the problem of the joint transport of dangerous goods, including questions of compatibility and segregation;
 - considering to give each of the dangerous goods a numerical designation, which, in addition to the “dangerous goods” label would indicate the group of compatibility, which could be instrumental in the solution of the problems of the joint transportation of dangerous goods;
 - considering to supplement the list of dangerous goods with indications of the properties and the category of danger of such goods, the firefighting means, other safety measures regarding such goods and their packing;
 - investigating divergencies existing in the modal practices applicable to the transport of dangerous goods in respect of their classification, identification, labelling and packaging;
 - taking into account the special problems of emerging economies;
 - elaborating proposals for globally harmonized criteria for the classification of flammable, explosive and reactive materials, taking account of aspects not necessarily covered under transport safety regulations, such as the protection of workers, consumers and the general environment, in cooperation with experts from the International Labour Organization and the International Programme on Chemical Safety.
6. By nature, the TDG Sub-Committee:
- (a) builds on best practices, science, data, evidence, technical and expert analysis and on the interlinkages across the Sustainable Development Goals:
- (i) the Recommendations on the Transport of Dangerous Goods have been developed in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the requirement to ensure the safety of people, property and the environment. They are addressed to governments and international organizations concerned with the regulation of the transport of dangerous goods.

The Model Regulations aim at presenting a basic scheme of provisions that will allow uniform development of national and international regulations governing the various modes of transport;

yet they remain flexible enough to accommodate any special requirements that might have to be met. It is expected that governments, intergovernmental organizations and other international organizations, when revising or developing regulations for which they are responsible, will conform to the principles laid down in these Model Regulations, thus contributing to worldwide harmonization in this field.

The scope of the Model Regulations should ensure their value for all who are directly or indirectly concerned with the transport of dangerous goods. Amongst other aspects, the Model Regulations cover principles of classification and definition of classes, listing of the principal dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and transport documents.

With this system of classification, listing, packing, marking, labelling, placarding and documentation in general use, carriers, consignors and inspecting authorities will benefit from simplified transport, handling and control and from a reduction in time-consuming formalities. In general, their task will be facilitated and obstacles to the international transport of such goods reduced accordingly. At the same time, the advantages will become increasingly evident as trade in goods categorized as "dangerous" steadily grows.

- (ii) supports implementation of the 2030 agenda and its work is aligned with SDG goals and targets (see paragraphs 15 to 24 below).
- (b) produces highly technical outcomes, policy and action-oriented recommendations

The main technical outcome of the work of the TDG Sub-Committee are the "Model Regulations" and the "Manual of Tests and Criteria".

These are highly technical documents and the related policy and action-oriented recommendations for their implementation worldwide is channelled by the Sub-Committee through its parent Committee of Experts to ECOSOC.

As a result of these recommendations, ECOSOC, through the resolutions on the work of the Committee and its two sub-committees invites *“interested Governments, the regional commissions, the specialized agencies and the international organizations concerned to take into account the recommendations of the Committee when developing or updating appropriate codes and regulations”*.

It also requests *“the Committee to study, in consultation with the International Maritime Organization, the International Civil Aviation Organization, the regional commissions and the intergovernmental organizations concerned, the possibilities of improving the implementation of the Model Regulations on the transport of dangerous goods in all countries for the purposes of ensuring a high level of safety and eliminating technical barriers to international trade, including through the further harmonization of international agreements or conventions governing the international transport of dangerous goods”*.

The Committee reports to ECOSOC every two years on the implementation of the resolutions and the recommendations contained therein. The report on the work of the Committee and its two sub-committees for the period 2019-2020 and on the implementation of

ECOSOC resolution 2019/7 was considered by ECOSOC in 2021⁴ and was followed by resolution E/RES/2021/13.⁵

- (c) works in an efficient, effective and transparent and inclusive manner

United Nations Member States, as well as United Nations programmes, specialized agencies, institutes and intergovernmental and non-governmental organisations can participate in the work of the Sub-Committee in accordance with ECOSOC rules of procedure. All participants can submit proposals for consideration by the Sub-Committee. These proposals are made publicly available as well as the reports containing the outcome of the discussions at the Sub-Committee. Meetings are held back-to-back with the ECOSOC Sub-Committee on transport of dangerous goods, to maximise synergies, avoid duplication of work and facilitate participation and exchange of views of experts from both sub-committees on matters of common interest. A large number of non-governmental and inter-governmental organizations are actively participating on a regular basis in the Sub-Committee sessions.

- (d) works in cooperation with other UN bodies, intergovernmental and non-governmental organisations

(i) The "Model Regulations" and the "Manual of Tests and Criteria" are updated in close cooperation between the organisations, such as the International Atomic Energy Agency (IAEA), the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), participating in the Committee and its two sub-committees that continue to cooperate with these bodies on a regular basis as need arises.

(ii) In this respect, IAEA, ICAO, IMO and other UN organisations provide feedback to the Committee regarding differences between the provisions of national, regional or international legal instruments and those of the Model Regulations, in order to enable the Committee to develop and adapt cooperative guidelines for enhancing consistency between these requirements and reducing unnecessary impediments. The organisations also identify existing substantive and international, regional and national differences, with the aim of reducing those differences in modal treatment to the greatest extent practical and ensuring that, where differences are necessary, they do not pose impediments to the safe and efficient transport of dangerous goods.

(iii) Non-governmental organisations also play an important role in the work of the Sub-Committee, bringing views of and experience from industry and other actors.

(iv) The international legal instruments regulating air, maritime and land transport of dangerous goods are updated through the transposition of the provisions contained in the Model Regulations and the Manual of Tests and Criteria. This is done in a coordinated way by the international organisations involved, to ensure that the provisions are applied simultaneously for all modes of transport, as follows:

- For air and maritime transport, the alignment by ICAO and IMO with updated versions of the ICAO Technical Instructions and the IMDG Code;

⁴ See E/2021/10 (<https://undocs.org/en/E/2021/10>)

⁵ <https://undocs.org/E/RES/2021/13>

- For road and inland waterways transport, alignment by UNECE of the editions of the Agreement concerning the international carriage of Dangerous goods by Road (ADR) and the European Agreement concerning the international carriage of Dangerous goods by Inland Waterways (ADN);
 - For rail transport, alignment by OTIF of the edition of the Regulations concerning the International carriage of Dangerous goods by Rail (RID);
- (v) As an action-oriented recommendation, the organisations are encouraged to undertake an editorial review of the Model Regulations and various modal instruments with the aim of improving clarity, user friendliness and ease of translation.

The "Model Regulations" and the sustainable development goals

7. The "Model Regulations" and the "Manual of Tests and Criteria" provide the basis for harmonization of codes and regulations relating to the international transport of dangerous goods and thus facilitate trade. They are important not only to governments but also to the various organisations responsible for modal regulations, while meeting the need for the protection of life, property and the environment through the safe and secure transport of dangerous goods.

8. The regular updates of the Model Regulations aim at maintaining high safety standards at all times and taking into account the ever-increasing volume of dangerous goods being introduced into worldwide commerce and the rapid expansion of technology and innovation, in particular the circulation of new substances or articles.

9. Although the benefits of the application of the "Model Regulations" and the "Manual of Tests and Criteria" are clear and have a social, economic and environmental dimension, it is difficult to quantify them.

10. The main indicator that has been used so far to measure the impact of the Model Regulations at worldwide level is the number of legal instruments and codes governing the international transport of dangerous goods by sea, air, road, rail or inland waterway that were amended accordingly and the many Governments that have transposed the provisions of the Model Regulations into their own legislation for domestic traffic for their national or regional application.

11. In addition, given that the TDG Sub-Committee does not have an enforcement role and that the Model Regulations is a non-legally binding instrument and as such, does not prescribe an obligation to stakeholders to report on progress with implementation or compliance, reports on progress towards achievement of sustainable development goals or worldwide implementation rely only on information publicly available or provided on a voluntary basis.

12. In its resolution 2019/7, the Economic and Social Council invited all interested Governments, the regional commissions, the specialized agencies and the international organizations concerned to take into account the recommendations of the Committee, when developing or updating appropriate codes and regulations.

13. All the main legal instruments and codes governing the international transport of dangerous goods by sea, air, road, rail or inland waterway have been amended accordingly, with effect from 1 January 2021, and many Governments have transposed the provisions of the Model Regulations into their own legislation for domestic traffic for application as from 2021.

14. One overarching theme which is key to achieving the sustainable development goals and on which the work of the Sub-Committee has had and will continue to have a positive impact is on the advancement of the circular economy. The Model

Regulations and the various regulations which are based on them enable the collection and transport of hazardous wastes such as damaged lithium batteries and packagings and containers containing hazardous residues. They also contain requirements for packagings for dangerous goods that directly influence design, reuse and recycling targets. For instance, the stringent requirements for the construction of tank containers for dangerous goods ensure that they are made to last for decades. Furthermore, discussions within the Sub-Committee now also include parameters such as the optimization, re-use and the possible use of recycled plastics in packagings used for the transport of dangerous goods.

15. The following SDGs have been identified as the most closely aligned with the Model Regulations and the work of the TDG Sub-Committee.

Goal 3: Ensure healthy lives and promote well-being for all at all ages



Main related target(s)

3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.

Other related target(s)

3.4 By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being.

16. Given the extensive global trade of dangerous goods, rules and regulations on their safe and secure transport at national, regional and worldwide levels is an important factor for trade facilitation.

17. The Model Regulations aim to ensure harmonization of safety and security provisions for the transport of dangerous goods for all modes of transport. Thus, the implementation of these provisions results in preventing incidents or accidents and reducing their impact on the environment, population and property.

18. During its December 2020 session, the TDG Sub-Committee considered the transport of COVID-19 vaccines based on genetically modified microorganisms and agreed that such vaccines authorized for use, including those in clinical trials, are not subject to the UN Model Regulations as currently written and thus facilitated in an early stage the global supply chain of these vaccines and limited the outbreak of the disease. Subsequently, the Sub-Committee adopted amendments to allow the carriage of vaccines in dry ice and the use of temperature data loggers. Bearing in mind the evolution of the ongoing pandemic, it adopted more recently amendments to clarify that pharmaceutical products (such as vaccines) which are ready for use and which contain Genetically Modified Microorganisms (GMMO) and genetically modified organisms (GMOs) shall not be subject to the Model Regulations.

19. The Sub-Committee shared best practices of countries on the national transport of clinical waste related to COVID-19 and considered clarifications to the Model Regulations on packing instructions for such waste.

Goal 6: Ensure access to water and sanitation for all



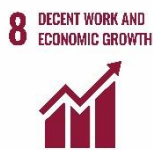
Main related target(s)

6.3 By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally.

20. One in three people do not have access to safe drinking water.⁶ In some countries, water supply for daily use for several millions of people is threatened by high levels of industrial pollution caused by accidental or uncontrolled dumping and release of hazardous substances into watercourses, partially due to accidents during their transport or handling.

21. The international legal instruments regulating maritime and inland transport of dangerous goods (such as the ADR Agreement for road, the ADN Agreement for inland waterways and the IMDG Code) are regularly updated following the transposition of the provisions contained in Model Regulations. It also includes classification criteria and proper packaging requirements, in particular for the transport of Environmentally Hazardous Substances (EHS), i.e. cargoes that are hazardous to the aquatic environment or having a marine pollutant subsidiary risk.

Goal 8: *Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all* ~~Ensure healthy lives and promote well-being for all at all ages~~



Main related target(s)

8.1 Sustain per capita economic growth in accordance with national circumstances and, in particular, at least 7 per cent gross domestic product growth per annum in the least developed countries

8.2 Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors

8.4 Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead

22. Safe and secure transport of goods is a prerequisite for economic growth. Furthermore, dangerous goods only account for 3-5 percent of the total amount of goods transported but are essential to produce other products. Customs procedures and transport costs and delays are among the largest factors preventing developing countries from integrating into global value chains. The implementation of the Model Regulations improves trade facilitation in developing countries, thus contributing to their sustained, inclusive and sustainable economic growth without fostering their environmental degradation.

⁶ <https://www.who.int/news/item/18-06-2019-1-in-3-people-globally-do-not-have-access-to-safe-drinking-water-unicf-who>

23. The Sub-Committee develops Model Regulations that may be implemented by emerging economies lacking the framework or resources to independently develop their own national safety program. This work enhances both safety as well as economic growth by providing a platform critical to engaging in global trade and transport.

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

- the provisions for the safe transport of electric storage systems such as lithium batteries (to keep pace with the increasing development and application of clean energy technologies);
- the provisions for packagings, including the use of recycled plastics material for the transport of dangerous goods (to contribute to the sustainable use of natural resources).

Goal 12: Ensure sustainable consumption and production patterns



Main related target(s)

12.4 By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment

Other related target(s)

12.6 Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle

12.A Support developing countries to strengthen their scientific and technological capacity to move towards more sustainable patterns of consumption and production

25. Sustainable consumption and production refer to “the use of services and related products, which respond to basic needs and bring a better quality of life while minimizing the use of natural resources and toxic materials as well as the emissions of waste and pollutants over the life cycle of the service or product so as not to jeopardize the needs of future generations”.

26. The GHS and Model Regulations also contribute to inclusive and sustainable industrialization, as they facilitate not only safe but also clean and environmentally sound industrial processes, taking into account the life cycle of products and substances. The provisions in the Model Regulations cover also the transport of waste of dangerous goods and therefore facilitate the recycling of products and materials and foster the sustainable use of natural resources.

27. Implementing the provisions of the Model Regulations on packaging materials allows the reuse of plastics materials that can be remanufactured, recycled and recovered. This also contributes to reduce the production of waste and their adverse impacts on environment.

Goal 13: *Take urgent action to combat climate change and its impacts*

**Main related target(s)**

13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries.

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

28. The TDG Sub-Committee develops provisions for the safe transport of electric storage systems such as sodium ion and lithium batteries and cells for electric vehicles, tools and equipment, thereby facilitating the use of low-carbon energies, strengthening resilience and adaptive capacity to climate change related hazards. These provisions cover also the transport of waste of dangerous goods and therefore facilitate the recycling of products and material.

29. The provisions in the Model Regulations also cover the safe transport of cleaner or alternative low-carbon fuels such as compressed natural gas for combustion engines or hydrogen for fuel cell engines.

Annex II

Questionnaire requesting input from the Sub-Committee in preparation of the 2022 ECOSOC coordination segment

The purpose of this questionnaire is to gather information and ideas as inputs to the preparation of the 2022 Coordination Segment of the Economic and Social Council. The secretariat will convey the replies from the Sub-Committee to the ECOSOC secretariat after the session.

Question 1: Bearing in mind the mandates of the new Coordination Segment, how do you think this segment could contribute in the most useful way to the work of your subsidiary body? Please include any specific idea or proposal (e.g. the segment could give visibility to some policy outcomes of your subsidiary body, promote implementation, recommend a specific issue to be addressed etc).

TDG answer: The new Coordination Segment could promote and identify needs for capacity building and implementation of its normative work. It could increase the visibility of the TDG and GHS Sub-Committees and recognize the global relevance of the Model Regulations, Manual of Tests and Criteria and the GHS (see also annex I, para. 23).

Question 2: Which recommendations from the 2021 ministerial declaration⁷ of ECOSOC and the HLPF require further discussions in your subsidiary body during the 2022 session of the Council?

Question 3: Could you share experiences on cooperation and coordination between your subsidiary body and other subsidiary bodies?

TDG answer: The Model Regulations and the Manual of Tests and Criteria are regularly updated in close cooperation with the GHS Sub-Committee and together with other organisations, such as WHO, IAEA, ICAO, IMO, FAO, OECD, UNECE.

Question 4: Could you identify coordination issues that may require further guidance by the Council based on the experience of 2021? For example,

- (a) in relation to the follow-up to the 2021 Ministerial Declaration
- (b) in relation to the policy issues to be discussed in sessions of the subsidiary bodies during the 2022 session of the Council
- (c) in relation to possible linkages among subsidiary bodies and/or with Governing Bodies of UN entities?

Question 5: How will your subsidiary body address the 2022 theme of ECOSOC and the HLPF?

TDG answer: The TDG Sub-Committee agreed to insert a new item on its agenda to discuss actions on how to build back better from the COVID-19 disease together contributions to SDGs 14 (life below water) and 15 (life on land).

Question 6: What do you expect will be the key policy areas addressed by your subsidiary bodies in contributing to the 2022 thematic review of the HLPF?

⁷ <https://undocs.org/en/E/HLS/2021/1>

Question 7: Is there scope to work jointly with other subsidiary bodies and/or UN agencies and partners to consider policy issues that are of mutual interest or that are cross-cutting?

TDG answer: The Sub-Committee works already on the transport of dangerous goods related to COVID-19 (see question 3 above and paras. 18-19 in annex I) and together with UNECE on technical regulations for the construction of electric and fuel cell vehicles

Question 8: If there is a cross-cutting panel on data in the Coordination Segment, would your subsidiary body be willing to contribute and make a short dynamic, visual presentation about it? If so, please provide a short explanation of the project/discussion/ recommendation/ joint initiative and support documentation.

Question 9: How has your subsidiary body addressed the following action areas identified in the Political Declaration⁸ of the 2019 SDG Summit:

- Leaving no one behind (The Model Regulations may be implemented by emerging economies who have limited resources to independently develop their own national safety program for the transport of dangerous goods)
- Mobilizing adequate and well-directed financing
- Enhancing national implementation (Different stakeholders in the TDG Sub-Committee such as UNITAR, ILO and UNECE offer capacity building workshops or training on the transport of dangerous goods)
- Strengthening institutions for more integrated solutions
- Bolstering local action to accelerate implementation (The TDG Sub-Committee inserted a new agenda item for an exchange of views on the implementation of the Model Regulations)
- Reducing disaster risk and building resilience (OECD and UNECE organized a seminar on the 2020 Beirut port explosion in particular on lessons learned and experiences in managing risks of ammonium nitrate storage, handling and transport in port areas, preventing accidents and mitigating their consequences. Thus, the exchange of views at the TDG Sub-Committee sessions and events such as the afore mentioned seminar aims to build resilience, to prevent future similar accidents and to mitigate their impacts)
- Solving challenges through international cooperation and enhancing the global partnership (The TDG Sub-Committee inserted a new agenda item on the unified interpretation of the Model Regulations)
- Harnessing science, technology and innovation with a greater focus on digital transformation for sustainable development
- Investing in data and statistics for the Sustainable Development Goals

⁸ <https://undocs.org/en/A/RES/74/4>