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Item 6 (b) of the provisional agenda

Programmatic issues:

Programme Plan for 2023

Programme Plan for 2023

Subprogramme 2: Transport

Note by the secretariat*

Summary

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.

Based on the instructions from the United Nations Controller, the ECE secretariat has prepared the proposed programme plan for 2023 for subprogramme 2 (Transport), which was shared for comments with the Inland Transport Committee (ITC) Bureau and EXCOM as part of the ECE proposed programme plan for 2023. 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-2022. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-seventh session in 2022 when it considers the Secretary-General’s proposed programme budget for 2023.

The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 25–26 November 2021. The Committee **is invited to review and provide comments** to this document, as necessary.

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



I. Objective

1. The objective, to which this 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

2. To contribute to the objective, the subprogramme will:
 - (a) facilitate addressing regional and global needs in inland transport and promote regionally and globally sustainable transport systems, through servicing the Inland Transport Committee (the Committee), its 20 Working Parties and 11 administrative committees, as well as 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 expert networks;
 - (b) administer the international regulatory framework for inland transport, which includes 59 United Nations legal instruments on safety, pollution, efficiency and effectiveness (normative function), by developing new and updating existing legal instruments, as necessary, ensuring that the Committee's regulatory functions are up to date with current technologies and transport innovations – such as intelligent transport systems, autonomous vehicles and digitalization – and open to all United Nations Member States, as appropriate;
 - (c) provide an intergovernmental policy dialogue platform at the annual sessions of the Committee to review emerging challenges and emergency situations; support consensus-building during the Committee's events in favour of regional and interregional connectivity among other matters, including through adoption of high-level statements or resolutions on harmonized actions by member States and contracting parties, in order to enable full implementation of the Committee's mandate;
 - (d) complement the regulatory and policy dialogue functions with analytical work, technical assistance and capacity-building on accession to and implementation of legal instruments, at the request of member States and contracting parties;
 - (e) contribute to the work of the Special Envoy of the Secretary-General for Road Safety and the operation of the United Nations Road Safety Fund, to facilitate global improvements in road safety through policy dialogue at the Committee meetings, capacity-building and advisory assistance on promoting the legal instruments, and participation in governing bodies, calls for proposals and other related activities, as appropriate;
 - (f) support efforts of member States to respond to and recover from emergency situations, including pandemics, while minimizing disruptions to the functioning of the national, regional and international transport systems and the implementation of the sustainable development agenda;
 - (g) develop new and update existing legal instruments, to maintain the database of international regulatory frameworks for inland transport,
 - (h) promote knowledge-sharing and cooperation among Governments and key stakeholders, raise awareness of emerging issues and best responses, contribute to the improved monitoring and measuring of SDGs, facilitate technically the adaptation of legally binding instruments and frameworks to the new realities, and prepare new guidance materials.
3. The above-mentioned work is expected to result in:
 - (a) Improvements in sustainable mobility, and monitoring and measuring the SDGs;

(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 regionally and globally.

(d) Enhanced intergovernmental cooperation in emergency situations and minimized disruptions in the continued implementation and updating of United Nations inland transport conventions.

III. Programme performance in 2021

Accelerated digitalization of legal instruments in inland transport in response to COVID 19

4. COVID-19 constraints in 2020-2021 further highlighted the need for providing support to member States and contracting parties in the implementation of their obligations under legal instruments and in the provision of proper guidance on downstream legislation, as well as in the digitalization of transport legal instruments. The subprogramme developed enhanced response measures, including through (a) the development and implementation of a new generation of legal instruments supporting the digitalization/computerization of transport and border-crossing procedures, (b) the creation of specialized knowledge to facilitate and accelerate the *operationalization* of some of these instruments, for example the Group of Experts on the operationalization of the e-CMR procedure, and (c) the deployment of existing mechanisms and networks in order to accelerate the post-COVID-19 economic recovery of contracting parties to support the efforts of member States towards a sustainable recovery. Progress towards the objective is presented in the performance measure below (see Table 1).

Table 1

Performance measure

2019 (actual)	2020 (actual)	2021 (actual)
-	Increased accessions by UN Member States to eCMR Protocol that strengthened the need to operationalize it	Establishment of a Group of Experts to create specialized knowledge that will accelerate the operationalization of a key legal instrument of the e-CMR procedure

Abbreviation: eCMR - Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note.

IV. Planned results for 2023

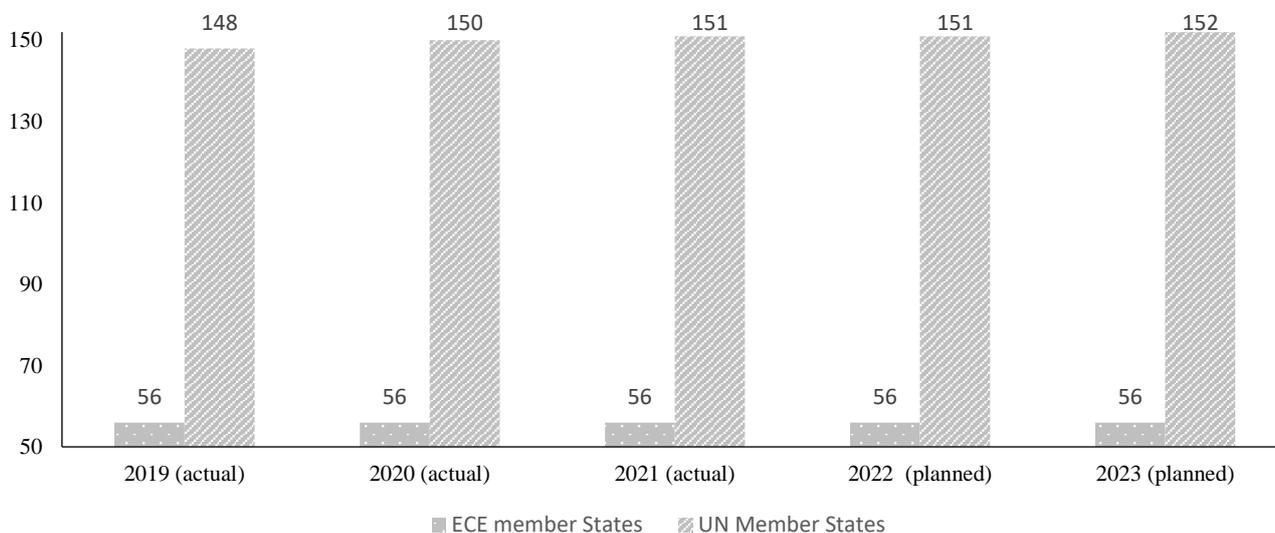
Result 1: increased number of new United Nations Member States becoming part of the regulatory framework for sustainable inland transport systems

Programme performance in 2021 and target for 2023

5. The subprogramme's work contributed to one more new Member State, Ethiopia, acceded in 2021 to one of the core UN Road Safety Conventions which exceeded the planned target of 150 UN Member States that are contracting parties to United Nations inland transport conventions under the purview of the Committee. The progress towards the objective and the target for 2023 are presented in the performance measure below (see Figure 1).

Figure 1

Performance measure: 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)



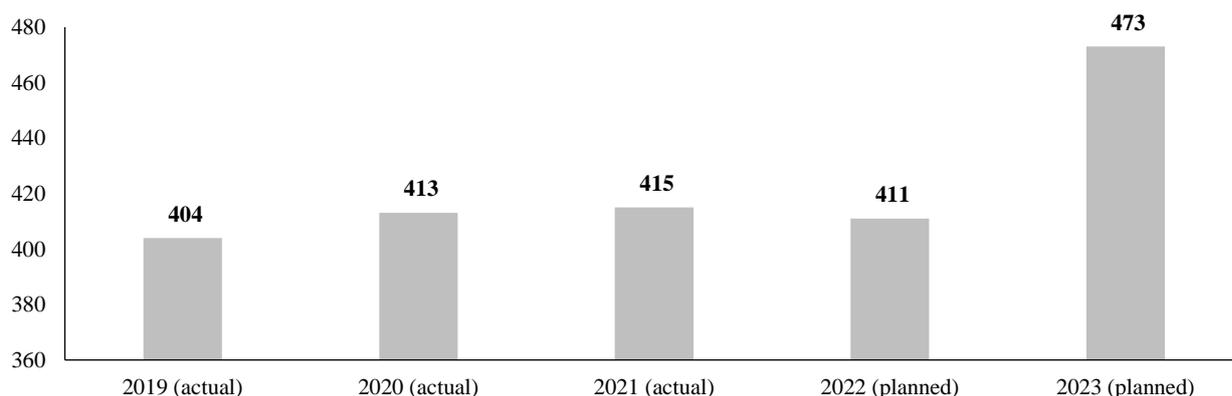
Result 2: strengthened regulatory support in road safety contributing to fewer worldwide road accident fatalities and injuries

Programme performance in 2021 and target for 2023

6. The subprogramme's work contributed to two new accessions in 2021, which *exceeded* the planned target of additional contracting parties to the seven core United Nations road safety conventions. The progress towards the objective and the target for 2023 are presented in the performance measure below (see Figure 2).

Figure 2

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



^a For the 2023 target, there will be eight core United Nations road safety conventions following the decision of the ITC Working Party on Road Transport (SC.1) to support the global opening up of an Agreement concerning the work of crews of vehicles engaged in international road transport (AETR agreement concerning professional drivers)

Result 3: Enhanced regulatory framework for sustainable inland transport systems

Proposed programme plan for 2023

7. Sustainable transport and mobility are critical elements in achieving the SDGs, yet performance had been uneven across regions and subregions, as in the case of SDG target 3.6 of halving global deaths and injuries from road traffic accidents. Evidence indicates that countries with a greater number of accessions to conventions and agreements serviced by the subprogramme have better results in terms of improving the sustainability of their transport systems.

8. The subprogramme's work on enhancing the regulatory framework in recent years resulted in the critical updates of legal instruments, as well as providing policy advice and recommendations supporting member States and contracting parties' efforts to further develop sustainable inland transport systems.

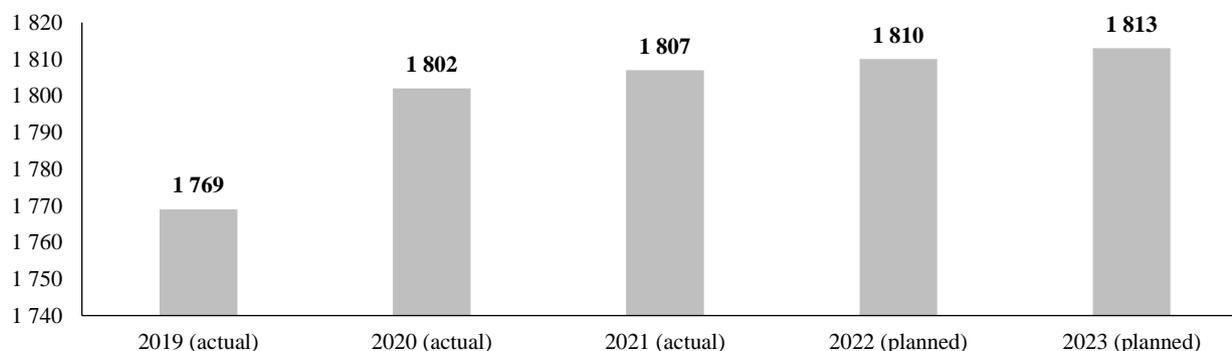
Lessons learned and planned change

9. The lesson for the subprogramme was that it should adjust its approach and focus to better support the growing needs of UN Member States in the development of sustainable inland transport systems. To achieve that, of critical importance is enhanced integrated regulatory support and modernization of legal instruments, including through digitalization of documents and procedures in transport and facilitation of safe early deployment of automated vehicles.

10. In applying the lesson, the subprogramme will scale up its efforts to support the development of sustainable inland transport systems internationally and ensure that its activities benefit the ECE region and provide best practices to other regions in their own efforts to curb the number of road traffic deaths and injuries; improve the environmental performance of the inland transport systems, including the need for circularity and reduction of emissions; and enhance efficiency, connectivity and accessibility for all, including persons with disabilities, through digitalization of documents and procedures in transport and promotion of automated vehicles. The subprogramme plans to enhance its regulatory support for the implementation of the ITC Strategy by, among other things, analysing trends and challenges in other regions to encourage greater participation of countries from outside the ECE region and women in the activities of the Committee and its subsidiary bodies. It will also scale up outreach and capacity-building activities, including in partnerships with the UN system and external stakeholders. The expected progress towards the objective is presented in the performance measure below (see Figure 3).

Figure 3

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



V. Legislative mandates

11. The list below provides all mandates entrusted to the subprogramme.

General Assembly resolutions

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 SDGs
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

Economic and Social Council resolutions

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
2021/13	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 (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)
- [ECE/TRANS/304](#) Report of the Inland Transport Committee on its eighty-third session (adopting Ministerial resolution on enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action)

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](#) 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”)

VI. Deliverables

12. Table 2 lists all deliverables of the subprogramme.

Table 2

Subprogramme 2: deliverables for the period 2021–2023, by category and subcategory

<i>Category and subcategory</i>	<i>2021 planned</i>	<i>2021 actual</i>	<i>2022 planned</i>	<i>2023 planned</i>
A. Facilitation of the intergovernmental process and expert bodies				
Parliamentary documentation (number of documents, per entity/theme)	1264	1173	1293	1052
1. The Inland Transport Committee	1071	1069	1023	866
a. Inland Transport Committee and Bureau	31	31	31	31
b. World Forum for Harmonization of Vehicle Regulations	580	566	420	500
c. Working Party on the Transport of Perishable Foodstuffs	33	30	33	33
d. Working Party on the Transport of Dangerous Goods	214	179	214	214
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	20	22	26	28

<i>Category and subcategory</i>	<i>2021 planned</i>	<i>2021 actual</i>	<i>2022 planned</i>	<i>2023 planned</i>
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport and subsidiary groups of experts	10	16	18	28
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	16	12	40	40
i. Working Party on Rail Transport and subsidiary groups of experts	26	30	34	30
j. Working Party on Intermodal Transport and Logistics	15	15	15	15
k. Working Party on Inland Water Transport	41	50	47	47
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	71	104	131	100
2. The Economic and Social Council	190	101	265	183
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. Sub-Committee of Experts on the Transport of Dangerous Goods	157	78	200	150
c. Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	32	22	60	32
3. The High-level Meeting on Transport, Health and Environment	3	3	5	3
Substantive services for meetings (number of three-hour meetings, per entity/theme)	364	383	423	444
4. The Inland Transport Committee	327	346	381	407
a. Inland Transport Committee and Bureau	16	17	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	115	111	111
c. Working Party on the Transport of Perishable Foodstuffs	8	8	16	8
d. Working Party on the Transport of Dangerous Goods	68	52	58	68
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	22	17	22	22
f. Working Party on Transport Statistics	6	6	6	6
g. Working Party on Road Transport and subsidiary groups of experts	6	12	12	30
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	14	24	28	28
i. Working Party on Rail Transport and subsidiary groups of experts	6	26	18	30
j. Working Party on Intermodal Transport and Logistics	6	14	6	12
k. Working Party on Inland Water Transport	18	14	18	18
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	46	41	70	70
5. The Economic and Social Council	35	35	40	35
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	25	25	29	25
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	10	10	10
6. The High-level Meeting on Transport, Health and Environment	2	2	2	2
B. Generation and transfer of knowledge				
Field and technical cooperation projects (number of projects)	2	2	2	2
7. Trans-European North-South Motorway	1	1	1	1
8. Trans-European Railway	1	1	1	1
Seminars, workshops and training events (number of days)	13	18	11	10
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	9	13	8	9
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	4	5	3	1

<i>Category and subcategory</i>	<i>2021 planned</i>	<i>2021 actual</i>	<i>2022 planned</i>	<i>2023 planned</i>
Carnets and the Trans-European North-South Motorway and Trans-European Railway projects				
Publications (number of publications)	12	10	10	9
11. Transport of dangerous goods	3	3	2	3
12. Transport of perishable foodstuffs	1	1	1	1
13. Transport facilitation	1	1	-	-
14. Green and safe transport and cross-cutting issues	5	3	5	3
15. Vehicle regulations	1	1	1	1
16. Statistics	1	1	1	1
Technical materials (number of materials)	2	2	1	1
17. Fact sheet: what you should know about advanced driver assistance systems	1	1	-	-
18. Transport statistics – country profiles	1	1	1	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: 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 31,000 transport companies authorized to use the TIR system; TIR and eTIR websites; the eTIR international system allowing the exchange of data between the eTIR stakeholders in the course of TIR transports following the eTIR procedure; 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; 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 website of the subprogramme for universal and regional access.