



# Economic and Social Council

Distr.: General  
12 December 2022

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-fifth session

Geneva, 21-24 February 2023

Item 6 (b) of the provisional agenda

#### Programmatic Issues:

#### Programme Plan for 2024

### Programme Plan for 2024

### 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 2024 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 2024. 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-2023. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-eighth session in 2023 when it considers the Secretary-General’s proposed programme budget for 2024.

The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 21–22 November 2022. The Committee **is invited to review and provide comments** to this document, as necessary.

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\* 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) Service the Inland Transport Committee and 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, multimodality and effectiveness (normative function) and ensure that the Committee's regulatory functions are up to date with current technologies and transport innovations – such as intelligent transport systems, autonomous vehicles, digitalization – and are open to all United Nations Member States, as appropriate, by developing new and updating existing legal instruments, as necessary, including maintaining the database of international regulatory frameworks for inland transport;

(c) Provide an intergovernmental policy dialogue platform at the annual sessions of the Inland Transport 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 the adoption of high-level statements or resolutions on harmonized actions by member States and contracting parties in order to enable the full implementation of the Committee's mandate;

(d) Analyse, and provide 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 Committee meetings, and provide capacity-building and advisory assistance with regard to promoting legal instruments, calls for proposals and other related activities, as appropriate;

(f) Support the efforts of member States to respond to and recover from emergency situations, including pandemics, while minimizing disruptions to the functioning of national, regional and international transport systems and the implementation of the sustainable development agenda, including SDG 5 on gender equality;

(g) 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 the Goals, facilitate the adaptation of legally binding instruments and frameworks to new realities and prepare new guidance materials.

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

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

(b) Improvements in inland transport, leading to safer, cleaner, more efficient and more affordable multimodal 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 to the continued implementation and updating of United Nations inland transport conventions.

### III. Programme performance in 2022

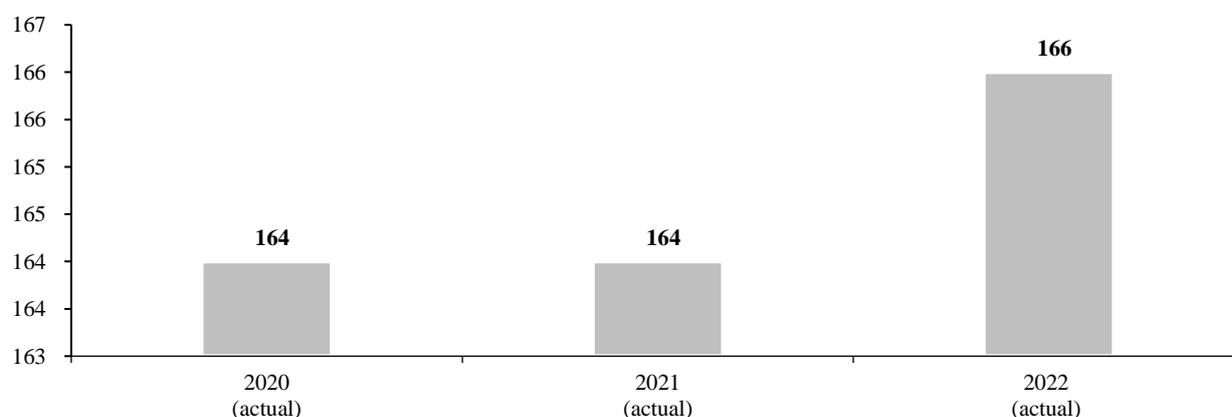
#### Accelerated digitalization of legal instruments in inland transport in response to COVID-19

4. In response to inland transportation issues such as border-crossing which arose during the pandemic, the subprogramme developed enhanced response measures, including through: (a) the implementation of a new generation of legal instruments supporting the digitalization/computerization of transport and border-crossing procedures, such as the eTIR application in *six* countries that have interconnected their customs system with the eTIR international system. The official operations of the eTIR procedure is expected to start as early as December 2022; (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 eCMR was established in 2022, contributing to increased accessions to the eCMR Protocol; and (c) the deployment of LearnITC - The Inland Transport and Trade Connectivity e-Learning Platform in 2022 promotes in-depth understanding of the United Nations inland transport legal instruments and their digitalization.

5. Progress towards the objective is presented in the performance measure below (see Figure 1).

Figure 1

**Performance measure: number of accessions by Member States to legal instruments for the digitalization of transport and border-crossing procedures (CMR, eCMR and TIR) (cumulative)**



*Abbreviations:* CMR: Convention on the Contract for the International Carriage of Goods by Road; eCMR: Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note; TIR, Customs Convention on the International Transport of Goods under Cover of TIR Carnets.

## IV. Planned results for 2024

### Result 1: strengthened regulatory support in road safety contributing to fewer worldwide road accident fatalities and injuries

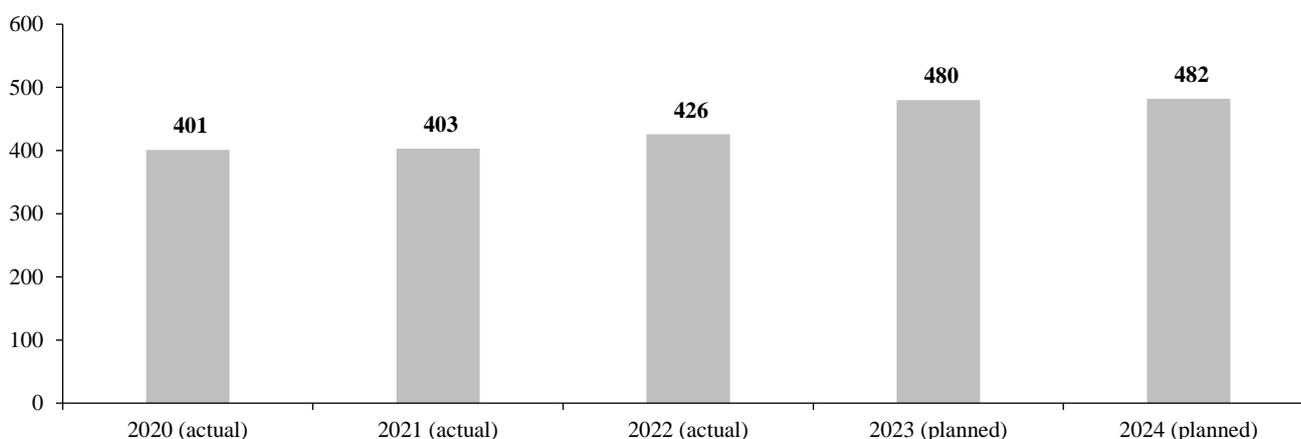
#### Programme performance in 2022 and target for 2024

6. The subprogramme's work contributed to an increase to 426 of contracting parties to core United Nations road safety conventions, which exceeded the planned target of 411.

7. Progress towards the objective and the target for 2024 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<sup>a</sup> (cumulative)**



<sup>a</sup> For the 2023 and 2024 targets, the performance measure will include eight core United Nations road safety conventions; the additional instrument is the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport.

### Result 2: enhanced regulatory framework for sustainable inland transport systems

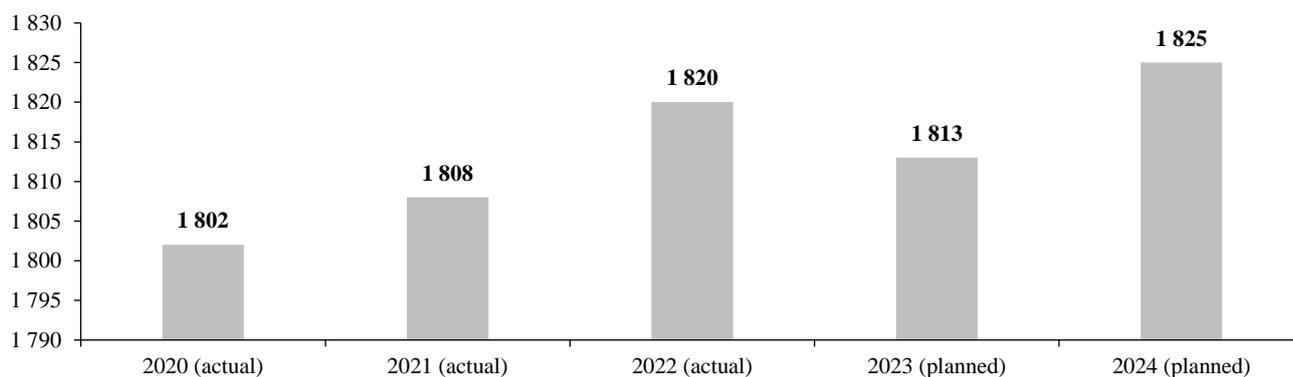
#### Programme performance in 2022 and target for 2024

8. The subprogramme's work contributed to an increase to 1,820 contracting parties to United Nations legal instruments on transport administered by the Economic Commission for Europe, which exceeded the planned target of 1,810.

9. Progress towards the objective and the target for 2024 are 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)**



### **Result 3: increased number of new and updated legal instruments strengthening the capacity of United Nations Member States to address climate change**

#### **Proposed programme plan for 2024**

10. There is a growing demand from Member States to support them in advancing sustainable inland transport and mobility. The adoption in 2019 of the Inland Transport Committee (ITC) Strategy until 2030 and the endorsement of the revised ITC Terms of Reference by ECOSOC in 2022 provided an enhanced mandate for the subprogramme to develop new and strengthen existing United Nations Regulations essential for sustainable transport systems, such as those on vehicle regulations. These instruments enabled the international regulatory system to better adapt to the most recent technological innovations and introduce more stringent limits for road vehicles aimed at increasing their environmental performance, and thus better support the accelerated transition to sustainable inland transport and mobility.

#### *Lessons learned and planned change*

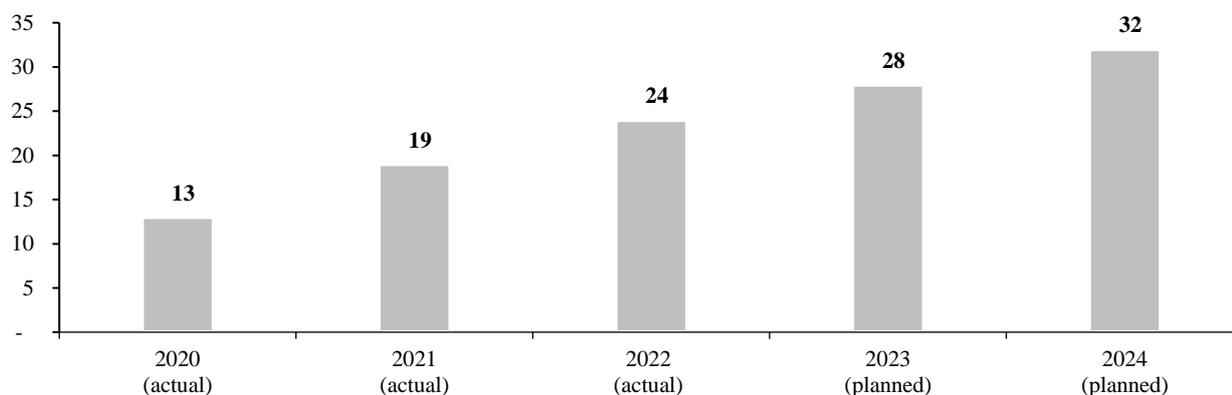
11. The lesson for the subprogramme was that despite the strengthened regulatory framework, more needed to be done to accelerate the regulatory support to implement the vision of member States and contracting parties towards a sustainable and decarbonized inland transport sector<sup>1</sup>. In applying the lesson, the subprogramme will enhance its focus on addressing climate change, inter alia through dedicated high-level ITC meetings, declarations and commitments, thus further accelerating its work on modernizing its legal instruments. Furthermore, the subprogramme will develop and implement new analytical and training tools, policy reviews and capacity-building workshops that further assist member States and contracting parties in achieving their targets regionally and globally.

12. Expected progress towards the objective is presented in the performance measure below (see Figure 4).

<sup>1</sup> Report of the ECE Inland Transport Committee on its eighty-fourth session (ECE/TRANS/316, paragraph 54)

Figure 4

**Performance measure: number of new and updated United Nations legal instruments under ECE purview, entering into force annually and improving the climate performance of the transport sector (cumulative, since the 2015 Paris Agreement)**



## V. Legislative mandates

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

### *General Assembly resolutions*

<a href="#">58/9</a>	Global road safety crisis
<a href="#">68/269</a>	Improving global road safety
<a href="#">69/137</a>	Programme of Action for Landlocked Developing Countries for the Decade 2014–2024
<a href="#">69/213</a>	Role of transport and transit corridors in ensuring international cooperation for sustainable development
<a href="#">70/197</a>	Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors
<a href="#">70/217</a>	Follow-up to the second United Nations Conference on Landlocked Developing Countries
<a href="#">72/212</a>	Strengthening the links between all modes of transport to achieve the Sustainable Development Goals
<a href="#">72/271</a>	Improving global road safety
<a href="#">73/243</a>	Follow-up to the Second United Nations Conference on Landlocked Developing Countries
<a href="#">74/299</a>	Improving global road safety
<a href="#">76/255</a>	Integration of mainstream bicycling into public transportation systems for sustainable development

### *Economic and Social Council resolutions*

<a href="#">1999/65</a>	Reconfiguration of the Committee of Experts on the Transport of Dangerous Goods into a Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals
<a href="#">2013/7</a>	Europe-Africa fixed link through the Strait of Gibraltar
<a href="#">2021/13</a>	Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals
<a href="#">2022/2</a>	Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe

### *Economic Commission for Europe decisions*

<a href="#">ECE/AC.21/2014/2</a>	Report of the High-level Meeting on Transport, Health and Environment on its fourth session
<a href="#">ECE/TRANS/224</a>	Report of the Inland Transport Committee on its seventy-fourth session (UNECE Road Map for promoting ITS-20 global actions 2012–2020)
<a href="#">ECE/TRANS/236</a>	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 (adopting 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; adopting revision of the UNECE Road Map on Intelligent Transport Systems)
<a href="#">ECE/TRANS/316</a>	Report of the Inland Transport Committee on its eighty-fourth session (adopting Ministerial resolution on ushering in a decade of delivery for sustainable inland transport and sustainable development)

*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”)
ECE/TRANS/ WP.30/AC.2/147 and Corr.1	Report of the Administrative Committee for the TIR Convention 1975 on its seventy-second session (annex I: Consolidated draft eTIR legal framework).

## VI. Deliverables

14. Table 1 lists all deliverables of the subprogramme.

Table 1  
**Subprogramme 2: deliverables for the period 2022–2024, by category and subcategory**

<i>Category and subcategory</i>	<i>2022 planned</i>	<i>2022 actual</i>	<i>2023 planned</i>	<i>2024 planned</i>
<b>A. Facilitation of the intergovernmental process and expert bodies</b>				
<b>Parliamentary documentation</b> (number of documents)	<b>1 293</b>	<b>1222</b>	<b>1 266</b>	<b>1202</b>
1. Documentation for the Inland Transport Committee	1 023	1069	1 080	1012
a. Inland Transport Committee and Bureau	31	37	31	31
b. World Forum for Harmonization of Vehicle Regulations	420	573	500	550
c. Working Party on the Transport of Perishable Foodstuffs	33	41	33	40
d. Working Party on the Transport of Dangerous Goods	214	176	214	180
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	26	26	28	23
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport and subsidiary groups of experts	18	24	28	15
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	40	29	40	22
i. Working Party on Rail Transport and subsidiary groups of experts	34	37	30	30
j. Working Party on Intermodal Transport and Logistics	15	15	15	12
k. Working Party on Inland Water Transport	47	50	47	45
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	131	47	100	50
2. Documentation for the Economic and Social Council	265	148	183	187
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	5	5	1	5
b. Subcommittee of Experts on the Transport of Dangerous Goods	200	107	150	120
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	60	36	32	32
3. Documentation for the High-level Meeting on Transport, Health and Environment	5	5	3	3
<b>Substantive services for meetings</b> (number of three-hour meetings)	<b>423</b>	<b>424</b>	<b>456</b>	<b>415</b>
4. Meetings of the Inland Transport Committee	381	382	419	373
a. Inland Transport Committee and Bureau	16	17	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	111	111	121
c. Working Party on the Transport of Perishable Foodstuffs	16	14	8	16
d. Working Party on the Transport of Dangerous Goods	58	56	68	58
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	22	25	22	18
f. Working Party on Transport Statistics	6	6	6	6
g. Working Party on Road Transport and subsidiary groups of experts	12	27	30	12
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	28	34	28	28
i. Working Party on Rail Transport and subsidiary groups of experts	18	27	30	24
j. Working Party on Intermodal Transport and Logistics	6	6	12	6
k. Working Party on Inland Water Transport	18	18	18	18
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	70	41	70	50
5. Meetings of the Economic and Social Council	40	40	35	40
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	1	1	–	1
b. Subcommittee of Experts on the Transport of Dangerous Goods	29	29	25	29
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	10	10	10
6. Meetings of the High-level Meeting on Transport, Health and Environment	2	2	2	2
<b>B. Generation and transfer of knowledge</b>				
<b>Field and technical cooperation projects</b> (number of projects)	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

Category and subcategory	2022 planned	2022 actual	2023 planned	2024 planned
7. On the Trans-European North-South Motorway	1	1	1	1
8. On the Trans-European Railway	1	1	1	1
<b>Seminars, workshops and training events</b> (number of days)	<b>11</b>	<b>12</b>	<b>10</b>	<b>13</b>
9. Workshops for government officials and other stakeholders in the ECE region and in contracting parties to legal instruments under the purview of the Inland Transport Committee on intelligent transport systems; transport statistics and trends; road, rail, inland water, intermodal and intersectoral transport issues; and vehicle agreements and regulations	8	9	9	10
10. Seminars for national coordinators, experts, customs officials and transport industry on the efforts to digitalize the inland transport conventions including the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), the Customs Convention on the Temporary Importation of Private Road Vehicles, the Additional Protocol to the CMR concerning the electronic consignment note (e-CMR), as well as the Trans-European North-South Motorway and Trans-European Railway projects	3	3	1	3
<b>Publications</b> (number of publications)	<b>10</b>	<b>10</b>	<b>9</b>	<b>10</b>
11. On the transport of dangerous goods	2	2	3	2
12. On the transport of perishable foodstuffs	1	1	1	1
13. On decarbonization of the inland transport sector and safe transport and cross-cutting issues	5	5	3	4
14. On vehicle regulations	1	1	1	1
15. On statistics	1	1	1	1
16. On border crossing facilitation	-	-	-	1
<b>Technical materials</b> (number of materials)	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>
17. Recommendations for performance evaluation of automated driving systems	-	-	-	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 for 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 portals; the eTIR international system allowing the exchange of data between the eTIR stakeholders in the course of TIR transports following the eTIR procedure; the International Transport Infrastructure Observatory (ITIO) hosting data on a large variety of transport infrastructure networks and nodes; the Sustainable Inland Transport Connectivity (SITCIN) online user platform offering a set of measurable criteria for Governments to evaluate the extent to which they implement the relevant United Nations legal instruments in the field of transport and the degree to which their inland transport systems are inter-operable with those in neighboring countries; the inventory of standards on inland water infrastructure; 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; Rail Security Observatory; digitized 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 including brochures on legal instruments and activities of the subprogramme for global and regional access.

**External and media relations:** press releases for the subprogramme.

**Digital platforms and multimedia content:** LearnITC and other digital platforms and multimedia content on sustainable transport and mobility; and website of the subprogramme for global and regional access.