



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-sixth session

Geneva, 20-23 February 2024

Item 8 (b) of the provisional agenda

#### Programmatic issues:

#### Programme Plan for 2025

### Plan for 2025

### 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. At its seventy-seventh session, the General Assembly decided to lift the trial period effective from 2023 and requested the Secretary-General to continue with the submission of the programme budget according to an annual cycle (A/RES/77/267).

Based on the instructions from the United Nations Controller, the ECE secretariat has prepared the proposed programme plan for 2025 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 2025. The consolidated ECE proposed programme budget for 2025, 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-2024. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-ninth session in 2024 when it considers the Secretary-General’s proposed programme budget for 2025.

The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 7–8 November 2023. 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 an intra-regionally and inter-regionally sustainable inland transport (road, rail, inland waterway and intermodality) system by making it safer, cleaner, more efficient, more inclusive 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 21 working parties and 13 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 60 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, digitization of customs and transport documents, transport and border crossing facilitation focused information technology applications that they contribute to climate change mitigation and adaptation, where feasible – 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, climate change mitigation and adaptation, among other matters, including through the adoption of strategies, action plans, 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 within and beyond the ECE region;

(e) Facilitate global improvements in road safety, through policy dialogue at Committee meetings, and by contributing to the work of the Special Envoy of the Secretary-General for Road Safety and the operation of the United Nations Road Safety Fund, in cooperation with other international organizations, 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, and foster the functioning and development of national, regional and international inclusive transport systems and the implementation of the sustainable development agenda;

(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 contribute to the achievement of Sustainable Development Goals 3, 5, 6 to 9 and 11 to 13 and 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, more inclusive and more affordable multimodal systems for contracting parties to the United Nations inland transport conventions;

(c) Enhanced efforts towards net zero emissions by 2050, guided by a Strategy for reducing greenhouse gas emissions in inland transport to be adopted by the Inland Transport Committee in February 2024;<sup>1</sup>

(d) More efficient and resilient cross-border flows of goods and people regionally and globally;

(e) 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 2023

#### Enhanced digitalization of legal instruments and development of tools and applications in inland transport

4. In follow-up to its response to inland transportation challenges in border-crossing which arose during the COVID-19 pandemic, the subprogramme intensified efforts to digitalize applications of its relevant legal instruments and develop tools and applications to further promote accessions. Specifically:

(a) Interconnected the eTIR international system with the customs system of five countries and completed the gap analysis for three other countries;

(b) Prepared the high-level architecture, concepts, and functional specifications of the future eCMR operations;

(c) Defined the high-level architecture for the digitalization of the Carnet de Passage en Douane (eCPD);

(d) Developed the International Transport Infrastructure Observatory, which hosts data on transport infrastructure networks and nodes;

(e) Developed Sustainable Inland Transport Connectivity Indicators (SITCIN) with indicators of applications of the legal instruments and sustainability; and

(f) Continued developing the e-learning platform LearnITC, launched in 2022 to promote understanding of the United Nations inland transport legal instruments and their digitization.

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

<sup>1</sup> Based on the mandate given by the Inland Transport Committee at its eighty-fifth session (ECE/TRANS/328, para. 60(a)).

Table 1  
Performance measure

2021 (actual)	2022 (actual)	2023 (actual)
164 accessions by Member States to legal instruments for the digitalization of transport and border-crossing procedures	166 accessions by Member States to legal instruments for the digitalization of transport and border-crossing procedures	169 accessions by Member States to legal instruments for the digitalization of transport and border-crossing procedures
	44 countries enrolled to LearnITC platform and 123 users	79 countries enrolled to LearnITC platform and 330 users

Notes: Accessions to the Convention on the Contract for the International Carriage of Goods by Road (CMR); Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note (eCMR); and Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR) (cumulative). Countries enrolled counts the number of countries where there is at least one user enrolled to one or more e-courses, whereas users count the number of persons registered to the LearnITC platform.

#### IV. Planned results for 2025

##### Result 1: enhanced regulatory framework for sustainable inland transport systems

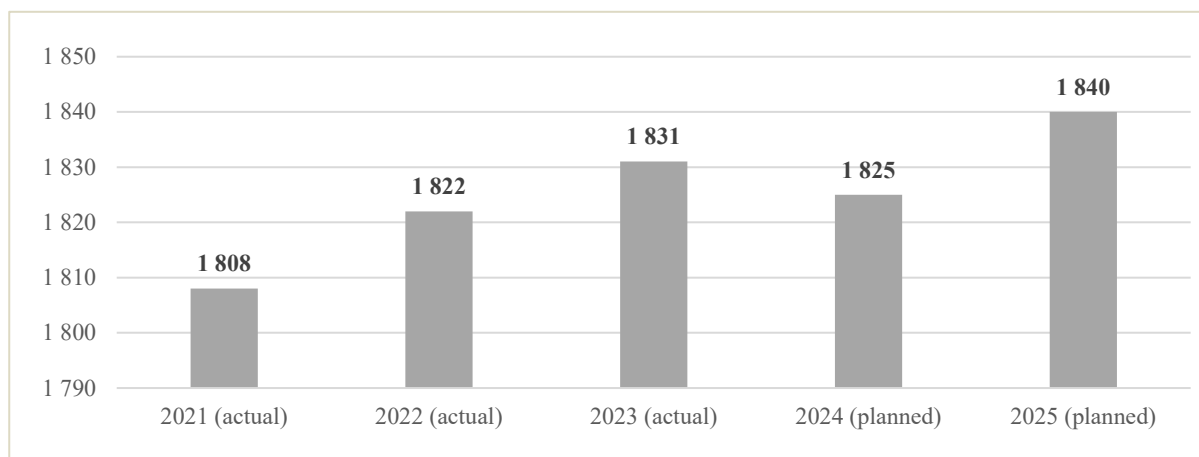
###### Programme performance in 2023 and target for 2025

6. The subprogramme’s work contributed to an increase to 1,831 contracting parties to United Nations legal instruments on transport administered by the Economic Commission for Europe, which exceeded the planned target of 1,813.

7. Progress towards the objective and the target for 2025 are presented in the performance measure below (see figure I).

Figure I

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



## Result 2: increased number of new and updated legal instruments strengthening the capacity of United Nations Member States to address climate change

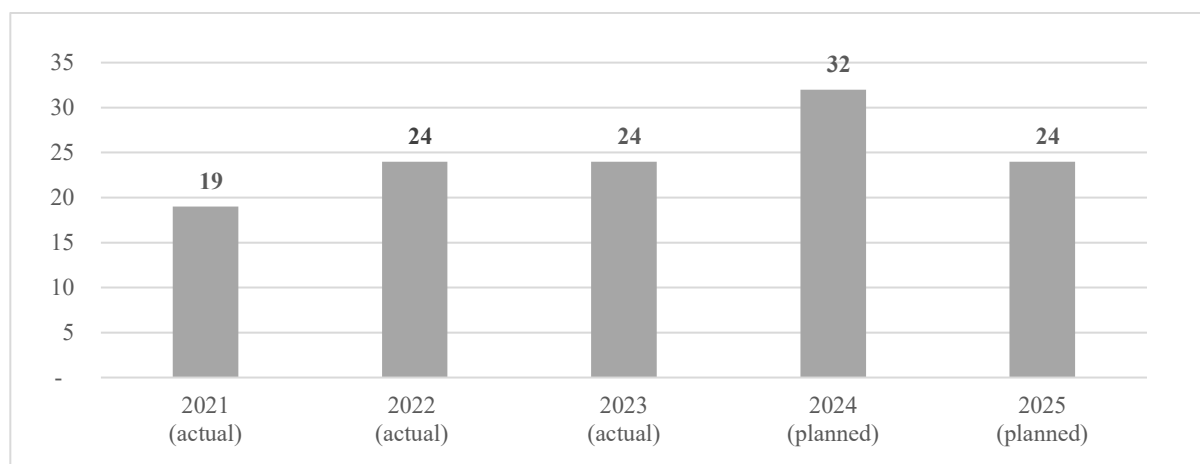
### Programme performance in 2023 and target for 2025

8. The subprogramme's work contributed to 23 updates to the existing legal instruments on vehicle regulations and one new legal instrument which entered into force in 2023, which did not meet the planned target of 28 due to a change in the methodology in which Contracting Parties requested to rationalize amendments for more regulatory continuity and robustness, and to bundle them on a fixed basis rather than discussing them individually at every session (ECE/TRANS/WP.29/GRPE/86/Rev.1, paras. 18, 19). While with the new methodology the number of amendments is lower, each amendment may include multiple updates and can be considered as more comprehensive.

9. Progress towards the objective and the target for 2025 are presented in the performance measure below (see figure II).

Figure II

**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)**



## Result 3: Increased accessions to Core Road Safety Conventions as an initial step to contribute to fewer worldwide road accident fatalities and injuries, in line with the Second Decade of Action for Road Safety

### Proposed programme plan for 2025

10. In 2020, the United Nations General Assembly proclaimed the Second Decade of Action for Road Safety 2021-2030, with the goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030 (resolution 74/299). The subprogramme's work contributed to an increase to 483 contracting parties to the eight core United Nations road safety conventions which are the prerequisite initial step for countries to build road safety systems.

### *Lessons learned and planned change*

11. The lesson for the subprogramme was that the scattered and random accessions to the conventions were not able to contribute to an effective road safety system functioning in an integrated manner in a country. Member States need to urgently complete their full accession process to help build or improve national road safety systems. In applying the lesson, the subprogramme will strengthen the provision of guidance on national road safety systems and assistance intra- and inter-regionally to support full accessions to all the core road safety

conventions and then implementation as recommended by the Global Plan for the Decade of Action for Road Safety 2021-2030.

12. Expected progress towards the objective is presented in the performance measure below (see table 2).

Table 2

**Performance measure**

<i>2021 (actual)</i>	<i>2022 (actual)</i>	<i>2023 (actual)</i>	<i>2024 (planned)</i>	<i>2025 (planned)</i>
467 contracting parties to core UN road safety conventions	478 contracting parties	483 contracting parties	486 contracting parties	489 contracting parties
2 events during which Member States share challenges and good practices on Road Safety Convention implementation	4 events	7 events	10 events	14 events

*Notes:* The eight core United Nations road safety conventions also include the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport.

## V. Legislative mandates

13. The list below provides all mandates entrusted to ECE.

*General Assembly resolutions*

66/288	The future we want
67/10	Cooperation between the United Nations and the Eurasian Economic Community
67/290	Format and organizational aspects of the high-level political forum on sustainable development
69/137	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
69/277	Political declaration on strengthening cooperation between the United Nations and regional and subregional organizations
69/283	Sendai Framework for Disaster Risk Reduction 2015–2030
69/313	Addis Ababa Action Agenda of the Third International Conference on Financing for Development (Addis Ababa Action Agenda)
70/1	Transforming our world: the 2030 Agenda for Sustainable Development
70/217, 73/243, 76/217, 77/246	Follow-up to the second United Nations Conference on Landlocked Developing Countries
71/16	Cooperation between the United Nations and the Economic Cooperation Organization
71/256	New Urban Agenda
72/279	Repositioning of the United Nations development system in the context of the quadrennial comprehensive policy review of operational activities for development of the United Nations system
73/10	Cooperation between the United Nations and the Central European Initiative
73/195	Global Compact for Safe, Orderly and Regular Migration
74/4	Political declaration of the high-level political forum on sustainable development convened under the auspices of the General Assembly
74/15	Political Declaration of the High-level Midterm Review on the Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024
74/122	Implementation of the outcome of the World Summit for Social Development and of the twenty-fourth special session of the General Assembly

74/128	Follow-up to the Fourth World Conference on Women and full implementation of the Beijing Declaration and Platform for Action and the outcome of the twenty-third special session of the General Assembly
74/144	Implementation of the Convention on the Rights of Persons with Disabilities and the Optional Protocol thereto: accessibility
74/216	Implementation of Agenda 21, the Programme for the Further Implementation of Agenda 21 and the outcomes of the World Summit on Sustainable Development and of the United Nations Conference on Sustainable Development
74/231, 76/215	Development cooperation with middle-income countries
74/235	Women in development
74/271	Progress towards an accountability system in the United Nations Secretariat
74/297	Progress in the implementation of General Assembly resolution 71/243 on the quadrennial comprehensive policy review of operational activities for development of the United Nations system
75/8, 77/15	Cooperation between the United Nations and the Organization for Democracy and Economic Development – GUAM
75/9, 77/16	Cooperation between the United Nations and the Commonwealth of Independent States
75/12	Cooperation between the United Nations and the Black Sea Economic Cooperation Organization
75/216; 76/204	Disaster risk reduction
75/221	Ensuring access to affordable, reliable, sustainable and modern energy for all
75/233	Quadrennial comprehensive policy review of operational activities for development of the United Nations system
75/290 A	Review of the implementation of General Assembly resolution 72/305 on the strengthening of the Economic and Social Council Review of the implementation of General Assembly resolutions 67/290 on the format and organizational aspects of the high-level political forum on sustainable development and 70/299 on the follow-up and review of the 2030 Agenda for Sustainable Development at the global level Economic and Social Council
75/290 B	Review of the implementation of General Assembly resolution 72/305 on the strengthening of the Economic and Social Council Review of the implementation of General Assembly resolutions 67/290 on the format and organizational aspects of the high-level political forum on sustainable development and 70/299 on the follow-up and review of the 2030 Agenda for Sustainable Development at the global level High-level political forum on sustainable development
75/324	Cooperation between the United Nations and the Economic Cooperation Organization
75/213, 76/202, 77/162	Promoting sustainable consumption and production patterns for the implementation of the 2030 Agenda for Sustainable Development, building on Agenda 21
77/21	Cooperation between the United Nations and the Organisation for Economic Co-operation and Development (OECD)
77/185	South-South cooperation

*Economic and Social Council resolutions*

1998/46	Further measures for the restructuring and revitalization of the United Nations in the economic, social and related fields
2006/38	Workplan on reform of the Economic Commission for Europe and revised terms of reference of the Commission
2013/1	Outcome of the review of the 2005 reform of the Economic Commission for Europe
2022/18	Mainstreaming a gender perspective into all policies and programmes in the United Nations system

*Economic Commission for Europe decisions*

A (64)	The work of the Economic Commission for Europe
A (65)	Outcome of the review of the 2005 reform of ECE

A (66)	Endorsement of the High-level statement on the post-2015 development agenda and expected sustainable development goals in the ECE region
A (69)	High-level statement
B (69)	Circular economy and the sustainable use of natural resources
C (69)	Extension of the mandate of the Regional Forum on Sustainable Development

14. 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
70/197	Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors
72/212	Strengthening the links between all modes of transport to achieve the Sustainable Development Goals
72/271	Improving global road safety
74/299	Improving global road safety
76/255	Integration of mainstream bicycling into public transportation systems for sustainable development
77/286	World Sustainable Transport Day
77/330	Cooperation between the United Nations and the Economic Cooperation Organization

*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
2022/2	Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe
2023/5	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/240 and Corr.1	Report of the Inland Transport Committee on its seventy-sixth session
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)
ECE/TRANS/316	Report of the Inland Transport Committee on its eighty-fourth session (adopting the Ministerial resolution “Ushering in a decade of delivery for sustainable inland transport and sustainable development”)
ECE/TRANS/328	Report of the Inland Transport Committee on its eighty-fifth session (noting the Ministerial declaration “Harnessing the full potential of inland transport solutions in the global fight against climate change”)

*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).
ECE/TRANS/WP.30/AC.2/157	Report of the Administrative Committee for the TIR Convention 1975 on its seventy-eighth session (February 2022): AC.2, in line with annex 11, article 5, adopted the eTIR concepts and the eTIR functional specifications, including the amendments adopted by TIB at its first session. This provides a complete legal and technical basis for those countries that are willing to implement the eTIR procedure.
ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2	Report of the Technical Implementation Body (TIB) of the Administrative Committee for the TIR Convention, 1975, on its first session: TIB for eTIR implementation, adopted version 4.3 of the eTIR technical specifications and confirmed their alignment with version 4.3 of the eTIR concepts and the eTIR functional specifications.

## VI. Deliverables

15. Table 3 lists all deliverables of the subprogramme.

Table 3

### Subprogramme 2: Deliverables for the period 2023–2025, by category and subcategory

<i>Category and subcategory</i>	<i>2023 planned</i>	<i>2023 actual</i>	<i>2024 planned</i>	<i>2025 planned</i>
<b>A. Facilitation of the intergovernmental process and expert bodies</b>				
<b>Parliamentary documentation</b> (number of documents)	<b>1 266</b>	<b>1 089</b>	<b>1 145</b>	<b>1 147</b>
1. Documentation for the Inland Transport Committee	1 080	996	985	991
a. Inland Transport Committee and Bureau	31	45	31	31
b. World Forum for Harmonization of Vehicle Regulations	500	500	550	550
c. Working Party on the Transport of Perishable Foodstuffs	33	33	33	33
d. Working Party on the Transport of Dangerous Goods	214	178	160	160
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	28	29	23	28
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport and subsidiary groups of experts	28	34	15	18
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	40	19	22	20
i. Working Party on Rail Transport and subsidiary groups of experts	30	34	30	30
j. Working Party on Intermodal Transport and Logistics	15	16	12	12
k. Working Party on Inland Water Transport	47	45	45	45
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	100	49	50	50
2. Documentation for the Economic and Social Council	183	90	157	153
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	1	1	5	1
b. Subcommittee of Experts on the Transport of Dangerous Goods	150	72	120	120
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	32	17	32	32
3. Documentation for the High-level Meeting on Transport, Health and Environment	3	3	3	3
<b>Substantive services for meetings</b> (number of three-hour meetings)	<b>456</b>	<b>354</b>	<b>407</b>	<b>398</b>
4. Meetings of the Inland Transport Committee	419	338	365	361
a. Inland Transport Committee and Bureau	16	16	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	114	121	121
c. Working Party on the Transport of Perishable Foodstuffs	8	8	8	8
d. Working Party on the Transport of Dangerous Goods	68	34	58	58
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	22	22	18	18
f. Working Party on Transport Statistics	6	6	6	6
g. Working Party on Road Transport and subsidiary groups of experts	30	28	12	12
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	28	24	28	28
i. Working Party on Rail Transport and subsidiary groups of experts	30	30	24	30
j. Working Party on Intermodal Transport and Logistics	12	12	6	6
k. Working Party on Inland Water Transport	18	12	18	18
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	70	32	50	40
5. Meetings of the Economic and Social Council	35	14	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	9	29	25
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	5	10	10

Category and subcategory	2023 planned	2023 actual	2024 planned	2025 planned
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>
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>10</b>	<b>13</b>	<b>13</b>	<b>11</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	9	6	10	5
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	1	7	3	6
<b>Publications</b> (number of publications)	<b>9</b>	<b>8</b>	<b>10</b>	<b>11</b>
11. On the transport of dangerous goods	3	3	2	3
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	3	2	4	4
14. On vehicle regulations	1	1	1	1
15. On statistics	1	1	1	1
16. On border crossing facilitation	-	-	1	1
<b>Technical materials</b> (number of materials)	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>
17. Recommendations for performance evaluation of automated driving systems	-	1	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 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.