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Item 6 (b) of the provisional agenda

Programmatic issues: Programme Plan for 2022

Programme Plan for 2022

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 budget for 2022 for subprogramme 2 (Transport), and shares it for comments with the Inland Transport Committee (ITC) Bureau, and to EXCOM as part of the ECE budget proposal. 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-2021. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-sixth session in 2021 when it considers the Secretary-General’s proposed programme budget for 2022.

The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 24–25 November 2020. The Committee **is invited to review and provide comments** to this document.

* 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

A. Planned activities

2. The ECE transport subprogramme is carried out by the programme of work adopted by the Inland Transport Committee through its role, enshrined in the Committee's strategy until 2030 (see ECE/TRANS/288/Add.2), as the United Nations platform for inland transport to help to efficiently address regional and global needs in inland transport. Through, among others, its 20 working parties and 14 administrative committees, the Economic and Social Council Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and more than 50 formal and informal networks bringing together some 6,000 registered experts, the subprogramme promotes regionally and globally sustainable transport systems.

3. The core pillar of its work is to administer the international regulatory framework for inland transport, which currently includes 59 United Nations legal instruments on safety, pollution, efficiency and effectiveness (normative function), by developing new and updating existing legal instruments, as necessary.

4. At the request of member States and contracting parties, the subprogramme services the institutional platforms for national Governments and other key transport stakeholders to maintain this regulatory framework, complemented by policy dialogue, analytical work, technical assistance and capacity-building activities. The subprogramme also contributes to the work of the Secretary General's Special Envoy for Road Safety and the operation of the United Nations Road Safety Fund, aiming to facilitate improvements in road safety globally. Under emergency situations, including pandemics, the subprogramme also supports Member States' efforts to respond to and recover from such extraordinary circumstances, while minimizing disruptions to the functioning of the national, regional and international transport systems and the implementation of the sustainable development agenda. This work is expected to contribute to all four ECE nexuses.

5. To contribute to the objective, the subprogramme will:

- (a) Intensify its standard-setting and regulatory activities as the United Nations platform for inland transport conventions, by supporting the development of new instruments, updating of existing ones and ensuring that they remain up-to-date and open to all United Nations Member States. These activities are expected to support Governments in making progress towards the achievement of SDGs 3, 6, 7, 8, 9, 11, 12 and 13;

- (b) Work through the Inland Transport Committee plenary sessions and subsidiary bodies towards ensuring that: its regulatory functions are keeping pace with cutting-edge technologies driving transport innovation, especially in the areas of intelligent transport systems, autonomous vehicles and digitalization; the different amendment processes for the different conventions do not cause fragmentation; and the dangers of stifling progress due to premature regulation are avoided;

- (c) Provide a platform for policy dialogue at the annual session of the Inland Transport Committee to review emerging challenges and emergency situations in inland transport and proposals for improving infrastructure and operation;

- (d) Provide an institutional platform through the Inland Transport Committee and subsidiary bodies supporting regional and interregional connectivity, developing new or building on existing initiatives, agreements or corridors.

6. The subprogramme plans to support member States on COVID-19 related issues by: supporting the adoption by the Inland Transport Committee plenary sessions of high-level political statements and/or resolutions on concerted actions by member States and Contracting Parties during pandemics and other emergencies that will strengthen or enable the implementation of emergency-relevant decisions and mandates by the Inland Transport Committee, its subsidiary bodies and their members; promoting knowledge-sharing and cooperation among governments and key stakeholders; raising awareness of emerging issues and best responses; facilitating technically the adaptation of legally binding instruments and framework to the new realities; and preparing new guidance materials.

B. Expected results

7. 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.

8. The planned support on COVID-19 related issues is expected to result in enhanced intergovernmental cooperation in emergency situations, minimized disruptions in the continued implementation and updating of United Nations inland transport conventions, and continued progress in the achievement of the SDGs, as specified in more detail under Result 4 below.

III. Impact of COVID-19 on subprogramme delivery in 2020

9. Due to the impact of COVID-19 during 2020, the subprogramme was forced to cancel, shorten, or postpone beyond 2020 key meetings and negotiations. Although goals that partially capture the worldwide work of the subprogramme, as set in Results 2 and 3, were met/exceeded, COVID-19 and liquidity constraints severely impacted the delivery of the planned work of the subprogramme in other areas by, among other things, compromising its key assets, i.e. its convening power and normative work. Mitigating measures summarized under the Overall Orientation, helped to ensure business continuity, at least on some issues, although at a rate not sustainable or in par with worldwide demands and needs. The planned work that was impacted include the following: sessions of subsidiary Working Parties (GRE,¹ GRPE,² GRSG,³ GRSP⁴ and GRVA⁵) on vehicles regulations were held without interpretation and virtually with reduced agendas and decisions adopted under silence procedures. Contracting parties requested 37 half-day morning sessions to be cancelled in order to accommodate participation from different time zones. Overall, as a result of a combination of COVID-19 response measures and liquidity constraints which prevented the UN Office at Geneva from providing the necessary conference services, including interpretation, only about 62 per cent of planned meetings were implemented in 2020 and only 34 per cent of total planned meetings with interpretation services were organized.

10. At the same time, however the subprogramme identified new activities to support Member States on COVID-19 related issues, within the overall scope of its objectives, namely establishing new platforms to share knowledge and promote cooperation among governments and key stakeholders under emergency situations, including pandemics; raising awareness of emerging issues and best responses; facilitating technically the adaptation of legally binding instruments and framework to the new realities; and preparing new guidance materials. The new deliverables contributed to results in 2020, as specified under Result 1 below.

¹ Working Party on Lighting and Light-Signalling

² Working Party on Pollution and Energy

³ Working Party on General Safety Provisions

⁴ Working Party on Passive Safety

⁵ Working Party on Automated/Autonomous and Connected Vehicles

IV. Liquidity constraints

11. During 2020, liquidity constraints impacted the planned deliverables and activities of the subprogramme. This impact included the allocation in the period September-December 2020 of 72 half-day meetings with interpretation against a total of 216 meetings, as per the subprogramme's programme of work. Furthermore, one Economic Affairs Officer vacancy within the Sustainable Transport Division limited the delivery of the normative functions of the Inland Transport Committee and its subsidiary World Forum for Harmonization of Vehicle Regulations.

V. Result 1: Leveraging acquired knowledge on COVID-19 to strengthen the servicing and implementation of legal instruments in inland transport (new 2020 result)

Programme performance in 2020

12. The uninterrupted implementation of the planned work of the transport subprogramme, which is in line with the programme of work adopted by the Inland Transport Committee (ITC), is essential for the implementation, development and constant updating of the international regulatory framework for inland transport, which currently includes 59 United Nations legal instruments under the purview of ITC. This work promotes sustainable transport systems worldwide that are safe, green, efficient and affordable, for both freight transport and personal mobility.

13. COVID-19 and liquidity constraints created enhanced needs for 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. A characteristic example is the cancellation of a combined 20 official 3-hour sessions in June-July for two worldwide bodies serviced by ECE, namely the two subcommittees under the ECOSOC Committee on TDG and GHS⁶. These bodies have a worldwide scope and work with interpretation in 5 languages (Chinese, English, French, Russian and Spanish). Their deliberations and decisions have profound impacts globally on safety and the environment for all modes of transport, as well on workplace and consumers' safety. These decisions cannot be taken informally. This situation has created a lot of pressure to find alternative ways, including through the deployment of new technologies, to allow these and other regulatory bodies to progress as much as possible in their work, even only on business critical matters, to minimise the impact on downstream legislation worldwide.

14. The subprogramme developed response measures including the development and implementation of a new generation of legal instruments supporting the digitalization/computerization of transport and border-crossing procedures, and the deployment of existing mechanisms and networks in order to accelerate the post-COVID-19 economic recovery of contracting parties to support Member States' efforts for a sustainable recovery. These measures included the leveraging and acceleration of digitalization/computerization of existing legal instruments on transport and border-crossing procedures, such as eTIR and eCMR. The acceleration of eTIR International System development and its promotion as the tool that ensures paperless, seamless and contactless border crossings operations while keeping the borders open and keeping drivers and customs officers protected from the virus was welcomed by TIR contracting parties. So far, 16 Contracting parties have officially requested connection to eTIR International System while several meetings have already taken place with the European Commission (28 EU Member States) analysing the interconnection of eTIR International System with EU's new

⁶ Economic and Social Council Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals; Economic and Social Council Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals; Economic and Social Council Subcommittee of Experts on the Transport of Dangerous Goods.

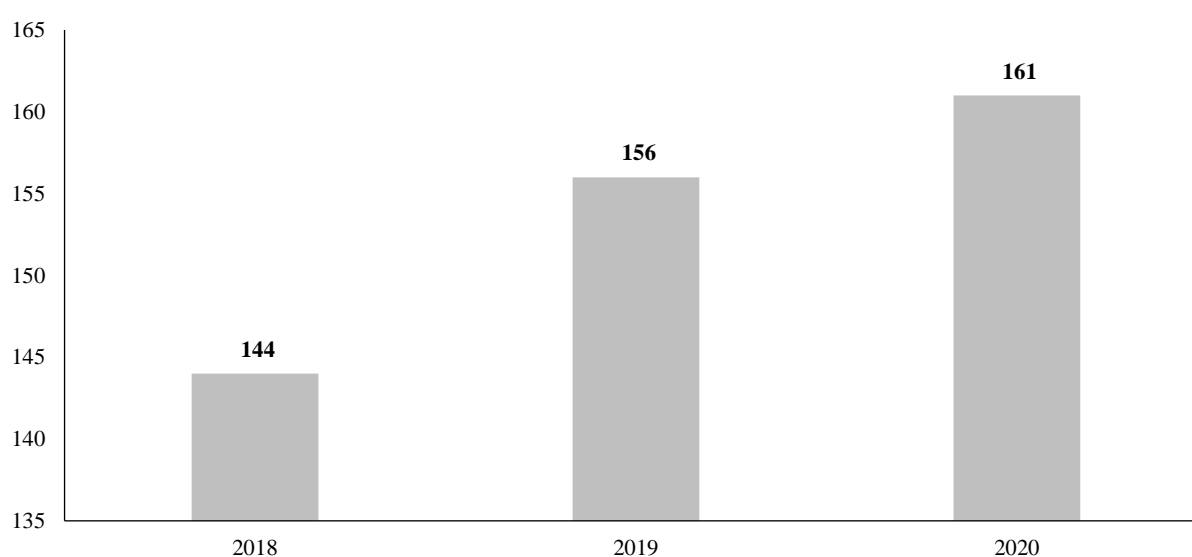
computerised transit system (NCTS). Furthermore, building on the network of Member States/contracting parties and key transport stakeholders established by the underlying legal instruments, the subprogramme developed the “Observatory on Border Crossings Status due to COVID-19”, a platform that provides updated information on the current status of 174 UN Member States including the national practices and measures implemented in response to the pandemic. The Observatory had 106,000 unique views during the last four months from 207 countries / regions of this world.

Progress towards the attainment of the objective, and performance measure

15. The above-mentioned work contributed to the objective, as demonstrated by the increased accessions to these instruments, as indicated in figure I below.

Figure I

New accessions by Member States to legal instruments on transport and border-crossing procedures (CMR, eCMR and TIR), 2018–2020



VI. Result 2: Enhanced regulatory framework for sustainable inland transport systems (reflected in programme plan for 2020 – A/74/6 (Sect.20))

A. Programme performance in 2020

16. In 2020, the subprogramme, through the implementation of the Inland Transport Committee’s Strategy until 2030, scaled up its efforts to support the development of sustainable inland transport systems internationally and ensure that its activities further benefit 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 regarding the transport of perishable foodstuffs; and enhance efficiency and connectivity, including through digitalization and electronic documents in transport. The subprogramme also supported the participation of countries from outside the ECE region in the activities of the Committee and its subsidiary bodies. Furthermore, the subprogramme scaled up outreach and capacity-building activities, including through partnerships with the United Nations system and external stakeholders and participation in regional and global initiatives.

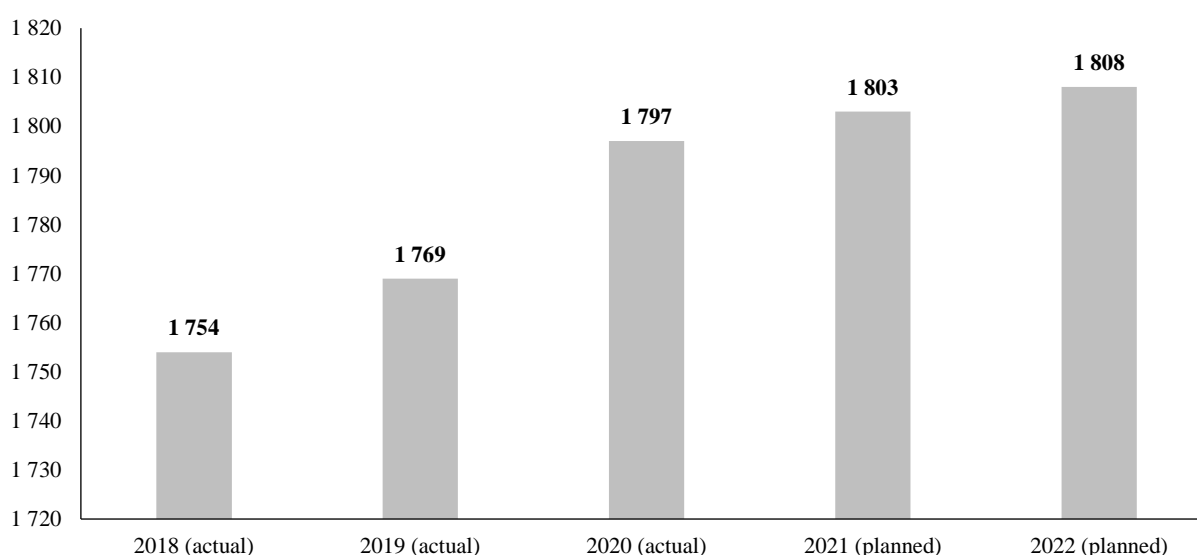
17. The above-mentioned work contributed to increased accessions worldwide to conventions and agreements under the purview of the subprogramme, with a total of 1,797 contracting parties in 2020, which exceeded the planned target of 1,755 contracting parties, as reflected in the proposed programme budget for 2020.

B. Programme plan for 2022

18. The subprogramme will continue the work related to enhancing the regulatory framework for sustainable inland transport systems, in line with its mandate. To contribute to progress towards the objective, the subprogramme plans to further scale up its efforts to support the development of sustainable inland transport systems internationally and ensure that its activities further benefit other regions' efforts to curb the number of road traffic deaths and injuries; improve the environmental performance of the inland transport systems, including regarding the transport of perishable foodstuffs; and enhance efficiency and connectivity, including through digitalization and electronic documents in transport. The subprogramme plans to do so through the implementation of the Inland Transport Committee's Strategy until 2030 by, among other things, accelerating the modernization and updating of relevant legal instruments, encouraging the participation of countries from outside the ECE region in the activities of the Committee and its subsidiary bodies and scaling up outreach and capacity-building activities, including through partnerships with the United Nations system and external stakeholders and participation in regional and global initiatives. The expected progress is presented in the updated performance measure below (see figure II).

Figure II

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



VII. Result 3: Increased number of new United Nations Member States becoming part of the regulatory framework for sustainable inland transport systems (reflected in programme plan for 2021 – A/75/6 (Sect.20))

A. Programme performance in 2020

19. In 2020, the subprogramme strengthened its outreach, especially in the area of road safety, to increase the number of *new* United Nations Member States becoming part of the United Nations regulatory framework for sustainable inland transport systems by acceding to its conventions for the first time. The subprogramme also continued its dedicated work on amendments supporting the further globalization of its legal instruments, thus making it easier for new countries to accede. Furthermore, the subprogramme implemented or supported capacity-building workshops and country level policy reviews that further clarified the advantages of the implementation especially to UN Member States that until 2020 were not contracting parties to any of the legal instruments under its purview.

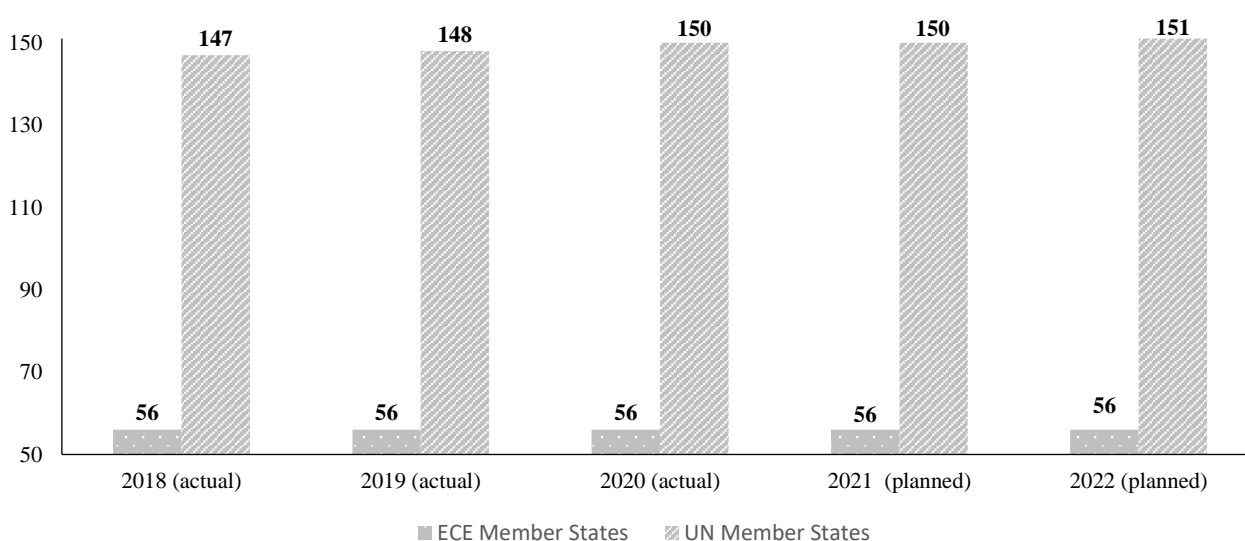
20. The above-mentioned work contributed to the accession in 2020 of two new United Nations Member States, Honduras and Brunei Darussalam, to United Nations road safety conventions, thus reaching a total of 150 out of 193 United Nations Member States that are contracting parties to at least 1 United Nations Convention under the purview of the subprogramme, which exceeded the planned target of 149, as reflected in the proposed programme budget for 2021.

B. Programme plan for 2022

21. The subprogramme will continue the work related to increasing the number of new United Nations Member States becoming part of the regulatory framework for sustainable inland transport systems that are safer, cleaner and more efficient, in line with its mandate. To contribute to further progress towards the objective, the subprogramme will strengthen its outreach, including through core partners, to increase the number of new United Nations Member States becoming contracting parties to conventions under its purview. The subprogramme will also continue the further globalization of its legal instruments, thus making it easier and more appealing for new countries to accede. Furthermore, the subprogramme will organize or support capacity-building workshops and country level policy reviews that would further clarify the advantages of the implementation especially to UN Member States that until 2020 were not contracting parties to any of the legal instruments under its purview. The expected progress is presented in the updated performance measure below (see figure III).

Figure III

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



VIII. Result 4: Strengthened regulatory support in road safety contributing to fewer worldwide road accident fatalities and injuries (new 2022 result)

A. Programme plan for 2022

22. Despite strong and consistent efforts by Member States, the international community was not able to achieve by 2020 the target of the SDGs on road safety owing to increasing, rather than decreasing, road fatalities and injuries globally. There were three milestones in 2020 for the global community's and United Nations' efforts to recognize the shortcomings

and address this challenge. First, the transport leadership of the international community came together at the 3rd Global Ministerial Conference (Stockholm, 19–20 February 2020), in order to reach global consensus through the Stockholm Declaration on continued international collaboration on road safety up to 2030. Second, the Inland Transport Committee (ITC) of ECE adopted at its eighty-second session (Geneva, 25–28 February 2020), effective 1 April 2020, the *ITC Recommendations on Enhancing National Road Safety Systems*, providing much needed direction and guidelines to Member States on how to strengthen regulatory support in road safety. Third, the General Assembly adopted on 31 September 2020 Resolution 74/299 on “Improving global road safety“, inaugurating the second Decade of Action for Road Safety, setting new ambitious goals and calling for the preparation of a plan of action of the Second Decade as a guiding document to support the implementation of its objectives. All three milestones recognize the unique and critical role of ECE and by extension the Transport subprogramme in successfully addressing the continuing crisis and establish mandates for its enhanced support to worldwide efforts. Through the adoption in 2019 of the ITC Strategy until 2030, the subprogramme elaborated a 360-degree approach – regulatory, policy dialogue, analytical, capacity-building and technical assistance – to road safety in order to reap more benefits for its main beneficiaries. The approach comprises the following:

- (a) Outreach to increase the number of countries acceding to its core road safety conventions, which support countries’ efforts to develop sound national road safety systems;
- (b) Continued development of the international legal framework and its incorporation into the production of safer vehicles;
- (c) Dedicated work on amendments to legal instruments to accelerate their further globalization, which make it easier for countries to accede and contribute to reducing disastrous road safety risks;
- (d) National road safety performance reviews and Road Safety System Assessments that will complement Member States’ efforts to enhance their national road safety systems, by helping them, among other things, to identify gaps, prioritize tasks and channel national efforts and financial resources to high-impact investments that are based on reliable, structured and consistent analysis and recommendations. The foundation and conceptual framework for the Road Safety System Assessments is the ITC Recommendations on Enhancing National Road Safety Systems.

Lessons learned and response

23. The lesson for the subprogramme was that despite serious efforts globally during the first Decade of Action, a lot of attention was directed on issues of raising awareness of the problem but much less was done in a coherent way to support a systematic, foundational approach to road safety that is needed in order to bring the desired results. The global community is increasingly realizing, as evidenced in General Assembly Resolution 74/299, the unique contribution the subprogramme can offer. At the same time, the subprogramme is bound by limitations to its capacity, facing challenges in meeting new demands from Member States, including new emerging areas, such as regulatory work on automated/autonomous vehicles, digitalization and intelligent transport systems, and the need to address the overwhelming challenge in road safety, requiring the subprogramme to enhance its international regulatory work and assistance to United Nations Member States in the implementation of the United Nations legal instruments. In addition, the subprogramme would need to meet the increasing technical support requirements for the Special Envoy for Road Safety and the United Nations road safety fund.

24. In response, the subprogramme will strongly encourage the participation of countries from outside the ECE region in the road safety activities of the Inland Transport Committee and its subsidiary bodies and scale up outreach and capacity-building activities, including through partnerships with the United Nations system and external stakeholders and participation in regional and global initiatives. Furthermore, to accelerate improvements in road safety globally, the subprogramme will contribute to ECE’s efforts to mobilize political and policy support for road safety through the Secretary General’s Special Envoy for Road Safety and the operation of the United Nations Road Safety Fund. As part of its response, the

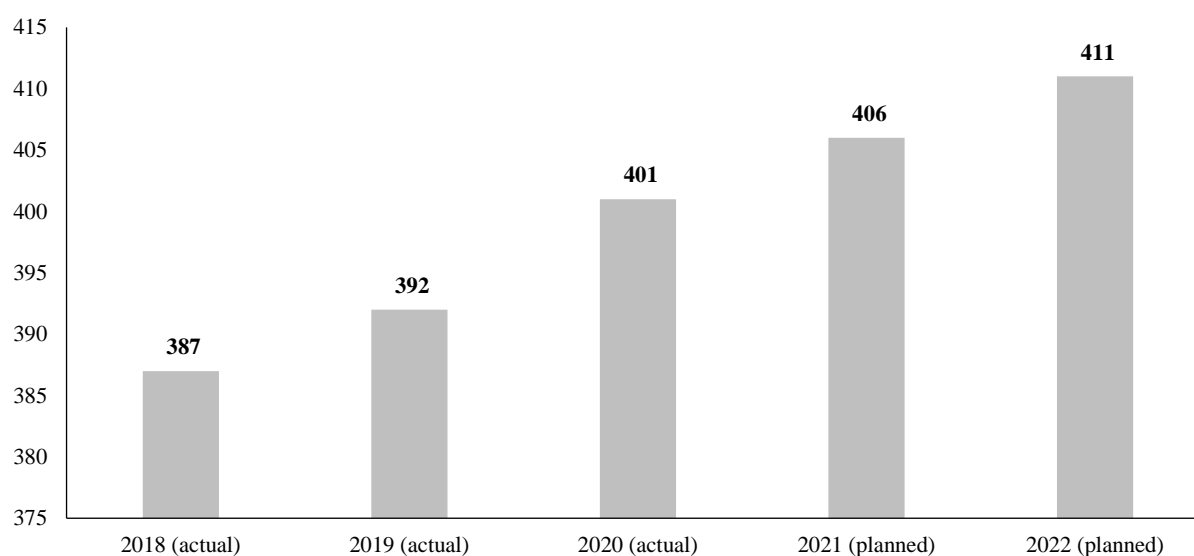
subprogramme will also contribute to the formulation of a coherent global Plan of Action to support the success of the second Decade of Action. In order to achieve all these, the subprogramme will leverage new technologies, when possible, minimize disruptions in the continued implementation and updating of United Nations inland transport conventions, and ensure continued progress in the achievement of the SDGs.

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

25. This work is expected to contribute to the objective, as demonstrated by the growing number of contracting parties to the seven core United Nations Road Safety Conventions⁷ (see figure IV).

Figure IV

Increased total number of Contracting Parties to core UN Road Safety conventions



IX. Legislative mandates

26. 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 Sustainable Development Goals
72/271	Improving global road safety
73/243	Follow-up to the Second United Nations Conference on Landlocked Developing Countries

⁷ 1949 Convention on road traffic; 1968 Convention on road traffic; 1968 Convention on road signs and signals; 1958 Agreement on UN Regulations for vehicle type approval; 1997 Agreement on periodic technical inspections; 1998 Agreement on UN Global Technical Regulations on vehicle construction; 1957 Agreement Concerning the International Carriage of Dangerous Goods by Road

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
2019/7	Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

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; Inland Transport Committee resolution No. 265 on Ministerial declaration “Inland Navigation in a Global Setting” and on facilitating the development of the inland water transport; and Inland Transport 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)

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”)

X. Deliverables

27. The table below lists all deliverables, by category and subcategory, for the period [2020–2022](#) that contributed and are expected to contribute to the attainment of the objective stated above.

Subprogramme 2: deliverables for the period 2020–2022, by category and subcategory

<i>Category and subcategory</i>	<i>2020 planned</i>	<i>2020 actual</i>	<i>2021 planned</i>	<i>2022 planned</i>
A. Facilitation of the intergovernmental process and expert bodies				
Parliamentary documentation (number of documents)	1660	1015	1270	1233
1. Documentation for the Inland Transport Committee	1331	882	1077	963
a. Inland Transport Committee and Bureau	31	31	31	31
b. World Forum for Harmonization of Vehicle Regulations	840	501	580	420
c. Working Party on the Transport of Perishable Foodstuffs	33	28	33	33
d. Working Party on the Transport of Dangerous Goods	214	146	214	214
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	32	20	26	26
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport and subsidiary groups of experts	10	11	10	18
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	16	16	16	40
i. Working Party on Rail Transport and subsidiary groups of experts	12	9	26	34
j. Working Party on Intermodal Transport and Logistics	11	12	15	15
k. Working Party on Inland Water Transport	47	60	41	47
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	71	34	71	71
2. Documentation for the Economic and Social Council	324	128	190	265
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	5	2	1	5
b. Subcommittee of Experts on the Transport of Dangerous Goods	257	98	157	200
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	62	28	32	60
3. Documentation for the High-level Meeting on Transport, Health and Environment	5	5	3	5
Substantive services for meetings (number of three-hour meetings eq.)	369	230	364	399
4. Meetings of the Inland Transport Committee	327	211	327	357
a. Inland Transport Committee and Bureau	16	15	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	74	111	111
c. Working Party on the Transport of Perishable Foodstuffs	8	8	8	16
d. Working Party on the Transport of Dangerous Goods	58	32	68	58
e. Working Party on Transport Trends and Economics and subsidiary groups of experts	32	12	22	22
f. Working Party on Transport Statistics	6	4	6	6
g. Working Party on Road Transport and subsidiary groups of experts	6	6	6	12
h. Global Forum for Road Traffic Safety and subsidiary groups of experts	14	14	14	28
i. Working Party on Rail Transport and subsidiary groups of experts	6	6	6	18
j. Working Party on Intermodal Transport and Logistics	6	6	6	6
k. Working Party on Inland Water Transport	18	17	18	18
l. Working Party on Customs Questions Affecting Transport and subsidiary groups of experts	46	17	46	46
5. Meetings of the Economic and Social Council	40	17	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	0	1
b. Subcommittee of Experts on the Transport of Dangerous Goods	29	12	25	29
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	4	10	10
6. Meetings of the High-level Meeting on Transport, Health and Environment	2	2	2	2
B. Generation and transfer of knowledge				

Category and subcategory	2020 planned	2020 actual	2021 planned	2022 planned
Field and technical cooperation projects (number of projects)	2	2	2	2
7. Project on the Trans-European North-South Motorway	1	1	1	1
8. Project on the Trans-European Railway	1	1	1	1
Seminars, workshops and training events (number of days)	13	13	13	11
9. Workshops for government officials and other stakeholders in the ECE region and in contracting parties to legal instruments under the purview of the Inland Transport Committee on intelligent transport systems; transport statistics and trends; road, rail, inland water, intermodal and intersectoral transport issues; and vehicle agreements and regulations	9	9	9	8
10. Seminars for national coordinators, experts, customs officials and transport industry on the Customs Convention on the International Transport of Goods under Cover of TIR Carnets and the Trans-European North-South Motorway and Trans-European Railway projects	4	4	4	3
Publications (number of publications)	13	13	12	10
11. Publications on transport of dangerous goods	3	3	3	2
12. Publications on transport of perishable foodstuffs	—	—	1	1
13. Publications on transport facilitation	—	—	1	
14. Publications on green and safe transport and cross-cutting issues	8	8	5	5
15. Publications on vehicle regulations	1	1	1	1
16. Publications on statistics	1	1	1	1
Technical materials (number of materials)	2	2	2	1
17. Fact sheet: what you should know about safety belts	1	1	—	—
18. Fact sheet: what you should know about advanced driver assistance systems	—	—	1	—
20. Transport statistics – country profiles	1	1	1	1

C. Substantive deliverables

Consultation, advice and advocacy: set of 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 (1).

Databases and substantive digital materials: update and maintenance of the International TIR Data Bank website providing access to users from 76 contracting parties of the TIR Convention, which includes the list of the 32345 transport companies authorized to use the TIR system; TIR and e-TIR websites visited 19232 time over the past year; Internet-based inventory of standards on inland water infrastructure; web-based inventory of existing European Agreement on Main International Railway Lines and European Agreement on Important International Combined Transport Lines and Related Installations standards and parameters; databases on transport statistics, road traffic accidents, transport of dangerous goods, transport of perishable foodstuffs, urban transport and transport and environment; development and maintenance of the web-based Rail Security Observatory; digitalized signs and signals (E-CoRSS) under the Convention on Road Signs and Signals; smart and sustainable connectivity e-learning platform (8).

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: annual set of press releases for the subprogramme (1).

Digital platforms and multimedia content: digital platforms and multimedia content on sustainable transport and mobility (5); update and maintenance of the website of the subprogramme for universal and regional access.