



Economic and Social Council

Distr.: General
15 December 2020

Original: English

Economic Commission for Europe

Inland Transport Committee

Eighty-third session

Geneva, 23–26 February 2021

Item 6 (a) of the provisional agenda

Programmatic issues: Programme of work for 2021

Draft programme of work of the Transport subprogramme for 2021

Note by the secretariat

Introduction

1. The present document sets out the draft programme of work of the Transport subprogramme (“the subprogramme”) for 2021. The Inland Transport Committee (“the Committee”) is invited to **adopt and recommend it for approval** to the Executive Committee (EXCOM). Any subsequent additional, discontinued or carried over deliverables will be reflected in United Nations Umoja system used by the secretariat for planning, monitoring and reporting on the implementation of the programme.
2. The draft programme of work applies a results-based management (RBM) approach, a broad management approach which establishes logical relationship between the outputs (deliverables – results - objectives – impact), the resources (human and financial) known as ‘inputs’ and the external factors (strategic, governance, operational, financial) which can prevent from achieving the objective.
3. The objective, the most significant planned results and the deliverables in the draft programme of work correspond to those contained in the ECE proposed programme budget for 2021 (A/75/6 (Sect. 20)). The work of the subprogramme is aligned with the Sustainable Development Goals. In attaining its objective, the subprogramme builds on cross-sectoral collaboration with other subprogrammes in relevant ECE nexus areas where multiple Sustainable Development Goals converge converge.¹ This type of collaboration enables the subprogramme to maximize existing synergies, increase the efficiency of its work and have a multiplying effect on the impact of its actions to support countries to implement Sustainable Development Goals. The deliverables of the subprogramme fall into the following main categories: (a) facilitation of the intergovernmental process and expert bodies; (b) generation and transfer of knowledge, including technical cooperation projects, training events, seminars, workshops, and publications; (c) other substantive deliverables, and (d) communication deliverables.

¹ The ECE nexus areas are as follows: 1) Sustainable use of natural resources; 2) Sustainable and smart cities for all ages; 3) Sustainable mobility and smart connectivity; and 4) Measuring and monitoring Sustainable Development Goals .



4. The details of the proposed publications are provided in Annex I. The overall ECE legislative mandates and those specific for the subprogramme are listed in Annex II.

5. Annex III contains in Table 1 deliverables that form part of the Programme of Work of the Transport subprogramme for 2021 but were not included in the ECE proposed programme budget for 2021. These deliverables were either approved in line with established ECE processes after the adoption of the ECE programme budget for 2021 or originally planned for 2020 but their implementation was not possible due to the impact of the COVID-19 pandemic, thus necessitating the deferral of their implementation to 2021 in addition to deliverables planned in the ECE proposed programme budget for 2021. Table 2 contains mandates for newly established or extended expert bodies reflected in Table 1.

I. Objective and alignment with SDGs

6. 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

7. The responsibility for the subprogramme is vested in the Sustainable Transport Division.

8. 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 and more than 50 formal and informal networks bringing together some 6,000 registered experts, the subprogramme promotes regionally and globally sustainable transport systems.

9. 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.

10. At the request of member States and contracting parties, the subprogramme services the institutional platform 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. This work is expected to contribute to all four ECE nexuses, namely, sustainable mobility and smart connectivity, sustainable use of natural resources, sustainable and smart cities, and monitoring and measuring the Sustainable Development Goals.

11. To contribute to the advancement of 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, the subprogramme will:

(a) Intensify its standard-setting and regulatory activities as the United Nations platform for inland transport conventions, 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 the Sustainable Development Goals, notably Goals 3, 6, 7, 8, 9, 11, 12 and 13;

(b) Work towards ensuring that: (i) 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; (ii) the different amendment

processes for the different conventions do not cause fragmentation; and (iii) the dangers of stifling progress due to premature regulation are avoided;

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

(d) Provide an institutional platform supporting regional and interregional connectivity, developing new or building on existing initiatives, agreements or corridors, which is expected to result in more efficient cross-border flows of goods and people.

12. These actions are expected to result in improvements in inland transport, leading to safer, cleaner, more efficient and more affordable systems for the main beneficiaries of the subprogramme, which are the ECE member States and United Nations Member States that are contracting parties to United Nations inland transport conventions.

13. Past results in this area include a strengthened regulatory framework for sustainable inland transport systems, including: (a) the adoption of 100 new United Nations vehicle regulations and updates to existing ones, contributing to the 360-degree approach to road safety of the Inland Transport Committee, as well as the adoption of two United Nations global technical regulations on electric cars and on electric-powered two-wheeled vehicles to promote the decarbonization of transport; these regulatory changes are legally binding, affect the global production of vehicles and, accordingly, have an immediate impact on road safety and environmental performance; (b) the adoption of provisions on the transport of dangerous goods for the Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that are focused on strengthening explosion protection on-board inland waterway vessels; (c) the adoption of a set of amendments to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which addresses emerging safety and environmental issues resulting from the increasing development of transport and use of lithium batteries and of vehicles powered by cleaner fuels (e.g., liquefied or compressed natural gas or hydrogen fuel cells); and (d) the acceleration of the computerization of the TIR (transport internationaux routiers) system, e-TIR, which resulted in the increased attractiveness of TIR in countries with fast-growing economies and those striving towards paperless administration. E-TIR operations in pilot projects between Iran and Turkey, as well as Georgia and Turkey, provided evidence of the system's functionality in a real-time environment. The effectiveness of these activities is evidenced by the increased accession to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets by Asian and Middle Eastern countries. Among the most recent contracting parties are China, India and Pakistan, which alone account for 40 per cent of the global population.

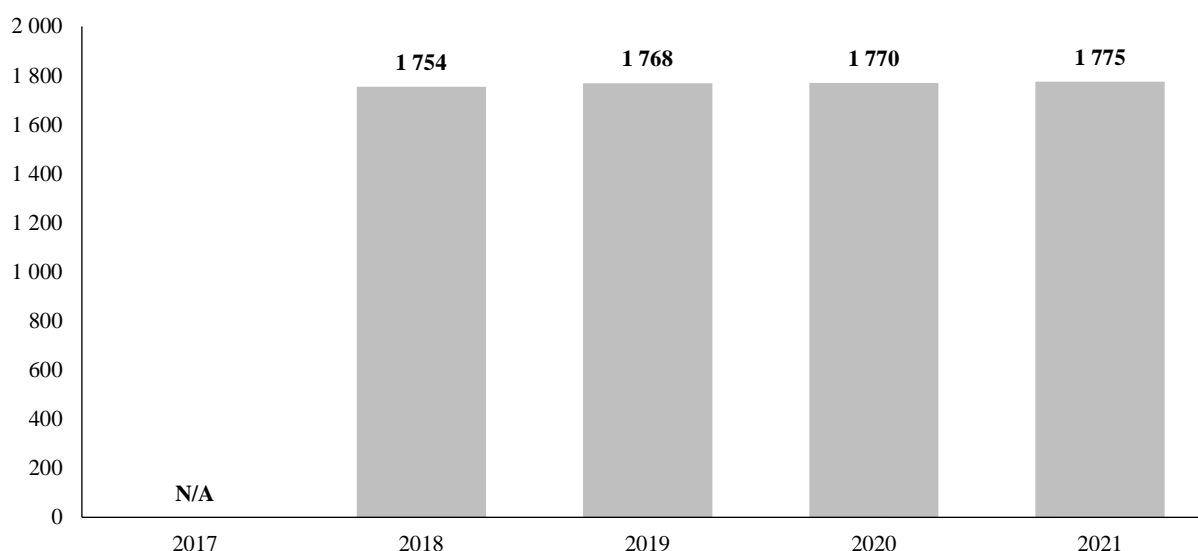
III. Planned results for 2021

Result 1: enhanced regulatory framework for sustainable inland transport systems (result carried over from 2020)

14. The subprogramme will continue the work related to the transport legal instruments, in line with its mandate, and will assist countries in becoming contracting parties to the various legal instruments administered by ECE, which is expected to be demonstrated by the performance measure for 2021 below (Figure 1). For 2020, a proxy performance measure is indicated, to reflect that the General Assembly, in its resolution [74/251](#), approved a programme narrative at the subprogramme level that is composed solely of the objectives.

Figure 1

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



Abbreviation: N/A, not applicable

Result 2: Enhanced regulatory framework for sustainable inland transport systems that are safer, cleaner and more efficient (new result)

15. It was concluded in the *Sustainable Development Goals Report 2017* that, while considerable progress had been made over the past decade across all areas of development, the pace of progress was insufficient to fully meet the targets of the Sustainable Development Goals by 2030. A clear illustration is road safety. In 2018, the General Assembly concluded that target 3.6, of halving global deaths and injuries from road traffic accidents by 2020, would likely not be met, notwithstanding global efforts, including overall improvements in the ECE region.

Internal challenge and response

16. The challenge for the subprogramme was, further to requests from Member States outside the ECE region, in keeping with existing mandates, to provide highly technical capacity-building in support of States outside the ECE region in their implementation of the United Nations transport conventions. This pertains in particular to: (a) reducing the 1.35 million global road traffic deaths annually; (b) improving the environmental performance of the inland transport systems, including in the area of transport of perishable foodstuffs; and (c) enhancing efficiency and connectivity, including through digitalization and e-docs in transport. In response, the subprogramme will encourage the participation of countries from outside the ECE region in the 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. At the same time, the subprogramme faces 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 trust fund.

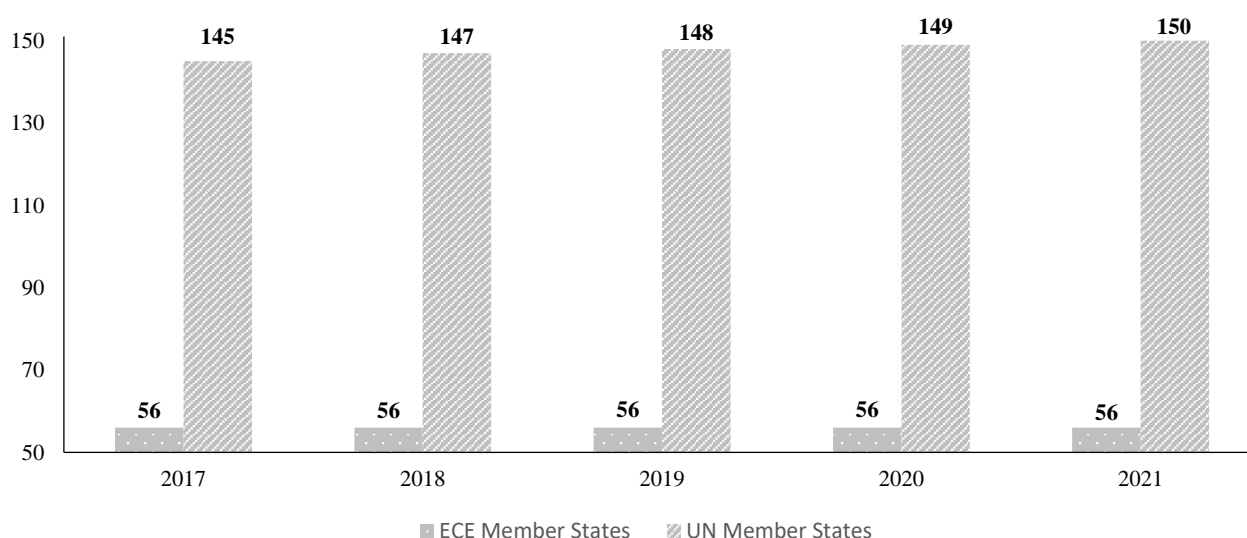
Expected progress towards the attainment of the objective, and performance measure

17. This work is expected to contribute to advancing 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.

Evidence shows that countries with a higher number of accessions to conventions and agreements have, for example, a better road safety performance record, owing to the legally binding nature and best practices of these legal instrument which, in turn, trigger favourable changes nationally. When aggregated, individual accessions create a more harmonized legal and regulatory framework nationally and internationally, which supports the development of sustainable inland transport systems. The number of total contracting parties (1,768) to United Nations legal instruments under the subprogramme's purview is continuously growing but remains insufficient to achieve stronger harmonization and the transition to sustainable inland transport systems. Therefore, the expected result of the enhanced role of the subprogramme to support the development of sustainable inland transport systems internationally would be the strengthened legal and regulatory framework for sustainable inland transport. The contribution to the result will be demonstrated by increased worldwide accessions to conventions and agreements, especially by countries outside the ECE region. As also shown in figure 20.V, in 2019, 148 Member States, including 92 non-ECE Member States, were contracting parties to at least one convention administered by the subprogramme. In 2018, Cabo Verde and Oman became contracting parties for the first time by acceding to conventions on road safety and border-crossing facilitation, respectively. The same year, Nigeria became a contracting party to five core United Nations road safety conventions. In 2019, Myanmar became a contracting party for the first time by acceding to two of the core road safety conventions.

Figure 2

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



IV. External factors

18. The subprogramme is expected to achieve its objective on the assumption that: (a) interested parties reach consensus on the updating of existing legal instruments and the development of new ones; (b) the environment is conducive to the accession to the United Nations transport conventions and their implementation and enforcement nationally; (c) there is a stable political climate internationally that supports the extension of transport infrastructure and networks, and border crossing facilitation; (d) there is political will to promote sustainable mobility.

V. Deliverables to be implemented in 2021

19. The below table lists all deliverables, by category and subcategory, that would contribute to the attainment of the objective stated above.

<i>Category and subcategory</i>		<i>2021 planned</i>
A. Facilitation of the intergovernmental process and expert bodies		
Parliamentary documentation (number of documents)		1 264
1. Documentation for the Inland Transport Committee		1 071
a. Inland Transport Committee		31
b. World Forum for Harmonization of Vehicle Regulations		580
c. Working Party on the Transport of Perishable Foodstuffs		33
d. Working Party on the Transport of Dangerous Goods		214
e. Working Party on Transport Trends and Economics		20
f. Working Party on Transport Statistics		14
g. Working Party on Road Transport		10
h. Global Forum for Road Traffic Safety		16
i. Working Party on Rail Transport		26
j. Working Party on Intermodal Transport and Logistics		15
k. Working Party on Inland Water Transport		41
l. Working Party on Customs Questions Affecting Transport		71
2. Documentation for the Economic and Social Council		190
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		157
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals		32
3. Documentation for the High-level Meeting on Transport, Health and Environment		3
Substantive services for meetings (number of three-hour meetings)		364
4. Meetings of the Inland Transport Committee		327
a. Inland Transport Committee		16
b. World Forum for Harmonization of Vehicle Regulations		111
c. Working Party on the Transport of Perishable Foodstuffs		8
d. Working Party on the Transport of Dangerous Goods		68
e. Working Party on Transport Trends and Economics		22
f. Working Party on Transport Statistics		6
g. Working Party on Road Transport		6
h. Global Forum for Road Traffic Safety		14
i. Working Party on Rail Transport		6
j. Working Party on Intermodal Transport and Logistics		6
k. Working Party on Inland Water Transport		18
l. Working Party on Customs Questions Affecting Transport		46
5. Meetings of the Economic and Social Council		35
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals		0
b. Subcommittee of Experts on the Transport of Dangerous Goods		25
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals		10
6. Meetings of the High-level Meeting on Transport, Health and Environment		2
B. Generation and transfer of knowledge		
Field and technical cooperation projects (number of projects)		2
7. Project on the Trans-European North-South Motorway		1

Category and subcategory	2021 planned
8. Project on the Trans-European Railway	1
Seminars, workshops and training events (number of days)	13
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
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
Publications (number of publications)	12
11. Publications on transport of dangerous goods and special cargoes	3
12. Publications on transport of perishable foodstuffs	1
13. Publications on transport facilitation	1
14. Publications on green and safe transport and cross-cutting issues	5
15. Publications on vehicle regulations	1
16. Publications on statistics	1
Technical materials (number of materials)	2
17. Fact sheet: what you should know about tires	–
18. Fact sheet: what you should know about safety belts	–
19. Fact sheet: what you should know about advanced driver assistance systems	1
20. Transport statistics – country profiles	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, which includes the list of transport companies authorized to use the TIR system, the online register of customs sealing devices and customs stamps, the list of customs offices operational for TIR, and, potentially, TIR certificates of approval; TIR and e-TIR websites; 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 (4).	
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 (1).	

Annex I

Details of proposed publications and promotional material for 2021

A. Recurrent publications

<i>Item no.</i>	<i>Title</i>	<i>Mandate</i>	<i>Print and/or electronic</i>	<i>Trim size</i>	<i>No. of pages</i>	<i>Original language(s)</i>	<i>Translated language(s) and Source of funding (RB or XB)</i>	<i>No. of copies and language(s)</i>
1	Recommendations on the Transport of Dangerous Goods, Model Regulations, 22nd revised edition, Volumes I and II	ECE/TRANS/294, para. 138	Print and digital		Vol I: 470 Vol II: 460	E, F and S	A, C, R	15A, 30C, 200E, 50F, 20R, 30S
2	Globally Harmonized System of Classification and Labelling of Chemicals (GHS), 9th revised edition	ECE/TRANS/294, para. 138	Print and digital		630	E, F and S	A, C, R	15A, 30C, 200E, 40F, 25R, 40S
3	Manual of Tests and Criteria, (8th revised edition OR Amendment 1 to 7th revised edition)	ECE/TRANS/294, para. 138	Print and digital		550	E, F and S	A, C, R	15A, 30C, 250E, 40F, 25R, 40S
4	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP)	ECE/TRANS/294, para. 138	Print and digital		120	E, F	R	200E, 100F, 100R
5	World Forum for Harmonization of Vehicle Regulations (WP.29). How it works – how to join it	ECE/TRANS/294, para. 138	Print and digital	A4	100	E	A, C, F, R, S	1000E, 500F, 300R, 300S
6	2021 Statistics of Road Traffic Accidents in Europe and North America (Volume LVI)	ECE/TRANS/294, para. 138	Digital		150	E	F, R	
7	European Code for Inland Waterways (CEVNI) Revision 6	ECE/TRANS/294, para. 138	Print and digital	A4	200	E	F, R	250E, 100F, 100R
8	TIR Handbook	ECE/TRANS/294, para. 138	Print and digital	A4	400	E, F and R	A, C, S	200A, 200C, 500E, 200F, 300R, 200S

^a Arabic=A, Chinese=C, English=E, French=F, Russian=R, Spanish=S

B. Non-recurrent publications

<i>Item no.</i>	<i>Title</i>	<i>Mandate</i>	<i>Print and/or electronic</i>	<i>Trim size</i>	<i>No. of pages</i>	<i>Original language(s)</i>	<i>Translated language(s) and Source of funding (RB or XB)</i>	<i>No. of copies and language(s)</i>
1	Glossary of terms and definitions in inland water transport	ECE/TRANS/294, para. 138	Print and digital	A4	150	E	F, R	200E, 100F, 100R
2	Green Transport: Green Logistics	ECE/TRANS/294, para. 138	Print and digital	A4	150	E	F, R	200E, 100F, 100R
3	Managing risks and climate change in road infrastructure sub-sector	ECE/TRANS/294, para. 138	Print and digital	A4	100	E	No translation	100E
4	Data management in transport infrastructure	ECE/TRANS/294, para. 138	Print and digital	A4	100	E	No translation	100E

^a Arabic=A, Chinese=C, English=E, French=F, Russian=R, Spanish=S

C. Promotional material

<i>Item no.</i>	<i>Title</i>	<i>Mandate</i>	<i>Print and/or electronic</i>	<i>Trim size</i>	<i>No. of pages</i>	<i>Original language(s)</i>	<i>Translated language(s)</i>	<i>No. of copies and language(s)</i>
1	Fact sheet: what you should know about advanced driver assistance systems	ECE/TRANS/294, para. 138	Print and Electronic	A4	20	E	F;R	E-200; F-100; R-100
2	Transport statistics - country profiles	ECE/TRANS/294, para. 138	Print and Electronic	A4	20	E	F;R	E-200; F-100; R-100

Annex II

Legislative mandates

A. Overall ECE legislative mandates

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
69/277	Political declaration on strengthening cooperation between the United Nations and regional and subregional organizations
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
70/133	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
70/221	Operational activities for development of the United Nations system
71/14	Cooperation between the United Nations and the Shanghai Cooperation Organization
71/16	Cooperation between the United Nations and the Economic Cooperation Organization
71/162	Implementation of the outcome of the World Summit for Social Development and of the twenty-fourth special session of the General Assembly
71/243	Quadrennial comprehensive policy review of operational activities for development of the United Nations system
72/230	Development cooperation with middle-income countries
72/234	Women in development
72/237	South-South Cooperation
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
73/13	Cooperation between the United Nations and the Black Sea Economic Cooperation Organization

73/14	Cooperation between the United Nations and the Organization for Democracy and Economic Development - GUAM
73/16	Cooperation between the United Nations and the Commonwealth of Independent States
73/195	Global Compact for Safe, Orderly and Regular Migration
73/231	Disaster risk reduction
73/236	Ensuring access to affordable, reliable, sustainable and modern energy for all
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

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

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 (68)	High-level statement
B (68)	Extension of the mandate of the Regional Forum on Sustainable Development

B. Legislative mandates specific to the subprogramme

Subprogramme 2 Transport

Legislative mandates

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

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 United Nations Charter on Sustainable Housing

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 and Corr.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”)

Annex III

Changes in planned deliverables for 2021

Table 1

List of revised or additional deliverables in 2021

<i>Category and subcategory</i>	<i>2021 planned in A/75/6 (Sect.20)</i>	<i>2021 revised or additional</i>
A. Facilitation of the intergovernmental process and expert bodies		
Revised/additional parliamentary documentation (number of documents)	90	195
1. Revised/additional documentation for the Inland Transport Committee	87	191
a. Working Party on Rail Transport	26	10
i) Group of Experts on URL	0	4
ii) Group of Experts on PIRRS	0	12
iii) Group of Experts on International Rail Passenger Hubs (*see mandates in Table 2)	0	8
b. Working Party on Inland Water Transport	41	47
c. Working Party on Road Transport	No change	No change
i) Group of Experts on AETR	0	12
d. Global Forum for Road Traffic Safety	No change	No change
i) Group of Experts on Road Signs and Signals (**see mandates in Table 2)	0	4
ii) Group of Experts on a new legal instrument on automated vehicles in traffic (***)see mandates in Table 2)	0	3
e. Working Party on Transport Trends and Economics	20	10
i) Group of Experts on Benchmarking Transport Infrastructure Construction Costs (****see mandates in Table 2))	0	8
ii) Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport	0	8
f. Working Party on Customs Questions affecting Transport	No change	No change
i) Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure	0	65
2. Revised/additional documentation for the Economic and Social Council	No change	No change
3. Revised/additional documentation for the High-level Meeting on Transport, Health and Environment	3	4
Revised/additional substantive services for meetings (number of three-hour meetings)	6	67
4. Revised/additional meetings of the Inland Transport Committee	6	67
a. Working Party on Rail Transport	No change	No change
i) Group of Experts on URL	0	6
ii) Group of Experts on PIRRS	0	12
iii) Group of Experts on International Rail Passenger Hubs (*see mandates in Table 2)	0	12
b. Working Party on Road Transport	No change	No change

Category and subcategory	2021 planned in A/75/6 (Sect.20)	2021 revised or additional
i) Group of Experts on AETR	0	6
c. Global Forum for Road Traffic Safety	No change	No change
i) Group of Experts on Road Signs and Signals (**see mandates)	0	3
ii) Group of Experts on a new legal instrument: automated vehicles in traffic (**see mandates)	0	6
d. Working Party on Transport Trends and Economics	No change	No change
i) Group of Experts on Benchmarking Transport Infrastructure Construction Costs (****see mandates in Table 2)	0	8
ii) Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport	0	8
d. Working Party on Customs Questions affecting Transport	No change	No change
i) Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure	0	6
5. Revised/additional meetings of the Economic and Social Council	No change	No change
6. Revised/additional meetings of the High-level Meeting on Transport, Health and Environment	No change	No change

Table 2

Mandates for newly established or extended expert bodies

Intergovernmental, expert bodies established/extended in 2020	Mandate	Valid until
Group of Experts on PIRRS	ECE/TRANS/294, para. 101; ECE/EX/2020/L.2	2020–2023
Group of Experts on URL	ECE/TRANS/294, para. 100; ECE/EX/2020/L.2; ECE/EX/2020/L.8	2021
*Group of Experts on International Rail Passenger Hubs	Included in this table without prejudice and subject to approval by ITC and EXCOM Reference decisions: ECE/TRANS/304	[Subject to approval] 2021–2023
Group of Experts on AETR	ECE/TRANS/288, para.69; ECE/EX/2019/L.4	June 2019 until June 2021
**Group of Experts on Road Signs and Signals	Included in this table without prejudice and subject to approval by ITC and EXCOM. Current mandate: ECE/TRANS/294, para. 55; ECE/EX/2020/L.2	Current: 2020 [Subject to approval] Extension: 2021–2022
***Group of Experts on a new legal instrument: automated vehicles in traffic	Included in this table without prejudice and subject to approval by ITC/Bureau and EXCOM Reference decisions: ECE/TRANS/294, para. 54	[Subject to approval] July 2021 – July 2023
****Group of Experts on Benchmarking Transport Infrastructure Construction Costs	Included in this table without prejudice and subject to approval by ITC and EXCOM Current mandate: ECE/TRANS/288, para. 23 ECE/EX/2019/L.4	Current: 2020 [Subject to approval] Extension: March 2021–June 2021
Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure	ECE/TRANS/294, para 84 ECE/EX/2020/L.2	2022
Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport	ECE/TRANS/294, para 54 ECE/EX/2020/L.2	2020–2025