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Inland Transport Committee

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Item 12 of the provisional agenda

Programme of work and biennial evaluation for 2018-2019 and Strategic framework for 2020-2021

Draft strategic framework for 2020-2021

Note by the secretariat

I. Introduction

1. The draft strategic framework has been prepared on the basis of the mandate of the Transport subprogramme, the accomplishments achieved in the previous biennium and the United Nations guidelines for preparing the strategic biennial plans. The strategic framework must be reviewed by the Sectoral Committees (or their Bureaux – in case the Committees do not meet during the last four months of 2017) before its submission to the Executive Committee in December 2017 and to United Nations Headquarters in early 2018. In light of this, the Committee may wish to note that its Bureau, at its November 2017 session, provisionally **reviewed** on its behalf, the ECE Transport subprogramme's draft strategic framework (biennial programme plan) for the period 2020–2021.

II. Subprogrammes

Subprogramme 02: Transport

Objectives for the biennium, expected accomplishments, indicators of achievement and performance measures

Objective of the Organization: To improve sustainable inland transport with a view to making it safe, clean and competitive, for freight and personal mobility.

| Expected accomplishments of the Secretariat | Indicators of achievement | | Performance measures | | | |
|---|---|----------|----------------------|---------------|---------------|---------------|
| | | | 2020- 2021 | 2018- 2019 | 2016- 2017 | 2014- 2015 |
| (a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction, road safety and other transport-related services, in support of the achievement of the Sustainable Development Goals | (i) Increased number of United Nations legal instruments on transport administered by ECE that are in force | Target | 51 | 50 | | |
| | | Estimate | | 50 | | |
| | | Actual | | | | |
| | (ii) Number of new vehicle regulations and amendments adopted | Target | 100 | 100 | 100 | 100 |
| | | Estimate | | 100 | 100 | 100 |
| | | Actual | | | ... | 161 |
| | (iii) Number of international legal instruments brought into compliance with the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods | Target | 6 | 6 | 6 | 6 |
| | | Estimate | | 6 | 6 | 6 |
| | | Actual | | | ... | 6 |
| | (iv) Number of new amendments of legal instruments on border-crossing facilitation adopted | Target | 2 | - | - | - |
| | | Estimate | | - | - | - |
| | | Actual | | | | |
| (b) Greater geographical coverage and more effective monitoring of implementation/application of United Nations legal instruments and recommendations on transport administered by ECE, in support of the achievement of the Sustainable Development Goals | (i) Increased number of contracting parties, including from outside the region, to United Nations legal instruments and recommendations on transport administered by ECE | Target | 1 739 | 1 735 | 1 710 | 1 700 |
| | | Estimate | | 1 735 | 1 721 | 1 700 |
| | | Actual | | | ... | 1 709 |
| | (ii) Increased number of mechanisms agreed by contracting parties for monitoring the implementation of United Nations legal instruments and recommendations administered by ECE | Target | 10 | 9 | 8 | 7 |
| | | Estimate | | 9 | 8 | 7 |
| | | Actual | | | ... | 7 |
| (c) Enhanced capacity in ECE member States, particularly in landlocked developing countries, for the development of the pan-European and transcontinental transport infrastructure and transport facilitation measures, that | (i) Increased number of contracting parties to four key transport infrastructure agreements | Target | 118 | 117 | 116 | 115 |
| | | Estimate | | 117 | 116 | 115 |
| | | Actual | | | ... | 115 |
| | (ii) Increased number of member States using the ECE common framework for subregional transport infrastructure development (Euro-Asian Transport Links project, Trans-European | Target | 59 | 58 | - | - |
| | | Estimate | | 58 | - | - |
| | | Actual | | | | |

| | | | | | | |
|--|--|----------|----|----|-----|----|
| support the achievement of the Sustainable Development Goals | Motorway project and Trans-European Railway project) | Actual | | | | |
| (d) Strengthened capacity to implement relevant United Nations legal instruments, norms and regulations on transport in support of the achievement of the Sustainable Development Goals, in particular in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia | (i) Increased number of countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia that report adopting measures to apply United Nations legal instruments, norms and regulations on transport administered by ECE | Target | 11 | 10 | - | - |
| | | Estimate | | 10 | - | - |
| | | Actual | | | | |
| | (ii) Increased number of ECE member States with established road safety improvement targets | Target | 46 | 43 | 40 | 37 |
| | | Estimate | | 43 | 40 | 37 |
| | | Actual | | | ... | 42 |

III. Strategy

2. The Sustainable Transport Division is responsible for implementing the subprogramme. The subprogramme will contribute to the implementation of the 2030 Agenda for Sustainable Development and to the achievement of the transport-related Sustainable Development Goals, especially Goals 3, 7, 8, 9, 11, 13 and 17. Its objective will be achieved through:

(a) Normative work on the further development of legal and regulatory frameworks for inland transport at international, national and local levels through new instruments and the updating, as needed, of 58 legal instruments that cover all modes of inland transport: vehicle regulations and the transport of dangerous goods, with a particular emphasis on the digitalization of transport, including automated/autonomous vehicles, and the computerization of the TIR procedure;

(b) Policy dialogue and support for cooperation among governments and other stakeholders. The subprogramme will focus on: fostering sustainable transport development; promoting new accessions to the United Nations legal instruments administered by ECE and assisting their implementation and strengthening their monitoring mechanisms; the management of border-crossing and transit facilitation; sharing best practices and lessons learned; and addressing rapid technological changes, particularly the impact of the increased use of information and communications technologies in transport and the use of electronic documents. In line with the United Nations Decade of Action for Road Safety and target 3.6 of the Sustainable Development Goals, special focus will be placed on United Nations legal instruments on road safety;

(c) Strengthening national capacity for the development of pan-European and transcontinental transport infrastructure, including transport and border-crossing facilitation, taking into account the special needs of landlocked transition economies. The Trans-European Motorway and the Trans-European Railway projects will build on their master plans and on specific high-value projects. The development of Euro-Asian Transport Links and the unified railway law will be promoted. The strengthening of transport links between Europe and Africa and between Europe and the Middle East, including the Mediterranean region, will be also supported;

(d) The subprogramme will use its in-house developed analytical tools such as the For Future Inland Transport System (ForFITS) CO₂ scenario-building tool, and the Safe Future Inland Transport Systems (SafeFITS) road safety scenario-building tool, in carrying out policy reviews, assessing the environmental and safety performance of the transport and logistics sector, assessing the sector's contribution to national competitiveness and

developing policy options for sustainable urban mobility. Particular attention will be paid to the development of capacity for high-quality transport statistics.

3. To achieve goals in the above four functional areas, the subprogramme will:
 - (a) Act as custodian of the United Nations legal instruments on transport;
 - (b) Undertake analytical activities;
 - (c) Promote the achievement of the transport-related Sustainable Development Goals and targets for road safety, resilient infrastructure, energy efficiency, climate change and sustainable urban mobility in and between cities;
 - (d) Strengthen cooperation and partnerships with regional economic organizations, as well as other international organizations relevant for transport;
 - (e) Work on multisectoral projects, with particular focus on servicing the Pan-European Programme on Transport, Health and Environment, jointly with subprogramme 1 (Environment).

IV. External factors

4. The subprogramme is expected to achieve its objective and expected accomplishments 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 advance the shift towards sustainable mobility.

V. Legislative mandates

A. Overall ECE legislative mandates¹

General Assembly resolutions

| | |
|--------|--|
| 66/288 | The future we want |
| 67/10 | Cooperation between the United Nations and the Eurasian Economic Community |
| 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 |

¹ As of 20 June 2017. To be updated by PMU

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|---|--|
| 71/10 | Cooperation between the United Nations and the Commonwealth of Independent States |
| 71/13 | Cooperation between the United Nations and the Central European Initiative |
| 71/14 | Cooperation between the United Nations and the Shanghai Cooperation Organization |
| 71/16 | Cooperation between the United Nations and the Economic Cooperation Organization |
| 71/18 | Cooperation between the United Nations and the Black Sea 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 |
| 71/212 | Information and communications technologies for development |
| 71/223 | 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 |
| 71/226 | Disaster risk reduction |
| 71/228 | Protection of global climate for present and future generations of humankind |
| 71/233 | Ensuring access to affordable, reliable, sustainable and modern energy for all |
| 71/243 | Quadrennial comprehensive policy review of operational activities for development of the United Nations system |
| 71/244 | South-South cooperation |
| 71/283 | Progress towards an accountability system in the United Nations Secretariat |
| <i>Economic and Social Council resolutions</i> | |
| 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 |
| 2016/2 | Mainstreaming a gender perspective into all policies and programmes in the United Nations system |
| <i>Economic Commission for Europe decisions</i> | |
| 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(67) | Adoption of the High-level statement |
| B(67) | Establishment of the Regional Forum on Sustainable Development |

B. Legislative mandates specific to the subprogramme

Subprogramme 02: Transport

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 |
| A/C.2/72/L.2 | [Draft] Strengthening the link between all modes of transport to achieve the Sustainable Development Goals [8,9,10] |

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 |
| 2015/7 | 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 (“ECE Road Map for promoting ITS-20 global actions 2012-2020”) |
| 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/254 | Report of the Inland Transport Committee on its seventy-eighth session |
| ECE/TRANS/248 | Report of the Inland Transport Committee on its seventy-seventh session |
| 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)

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”)
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