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Item 12 of the provisional agenda

Programme Plan for 2020

Reform of the United Nations planning and budgeting process

Note by the secretariat

1. 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.
2. The proposed programme budget will consist of three parts:
 - (a) Part I: the plan outline on the long-term priorities and the objectives of the organization;
 - (b) Part II: the plan for programmes and subprogrammes, and programme performance information; and
 - (c) Part III: the post and non-post resource requirements for the programmes and subprogrammes.
3. Part I will be prepared by the secretariat at the United Nations Headquarters. Parts II and III will be prepared annually by Secretariat departments, including ECE. They will be submitted to the General Assembly through the Committee for Programme and Coordination (Part II) and the Advisory Committee on Administrative and Budgetary Questions (Part III).
4. The first annual proposed programme budget will be for 2020.
5. The instructions for the programme budget were expected from the United Nations Controller in December 2018. Based on the instructions, the ECE secretariat will prepare the proposed programme budget for 2020 for subprogramme 2 (Transport) and share it for comments with the Inland Transport Committee (ITC) or its 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-2019. Their conclusions and recommendations therein will be transmitted to the General Assembly at its seventy-fourth session in 2019 when it considers the Secretary-General's proposed programme budget for 2020.

6. The text in Annexes I and II is extracted from Informal document No. 2018/36 "Draft Proposed Programme Budget for 2020"¹ submitted to the 102nd meeting of EXCOM (Geneva, 14 December 2018).

7. The Committee **may wish to note** that the information contained in this document was reviewed by the ITC Bureau at its session on 29-30 November 2018. The Committee **is invited to review and provide comments** to this document.

¹ Annexes are reproduced as received.

Annex I

Draft Proposed Programme Budget for 2020

Section 20 Economic development in Europe

Part II. Programme plan for programmes/subprogrammes and programme performance

(...)

Subprogramme 2: Transport



A. Objective

29. The objective, to which this subprogramme contributes, is to improve sustainable inland transport system, by making it safer, cleaner, more efficient and more affordable, both for freight transport and personal mobility.

B. Alignment with the Sustainable Development Goals

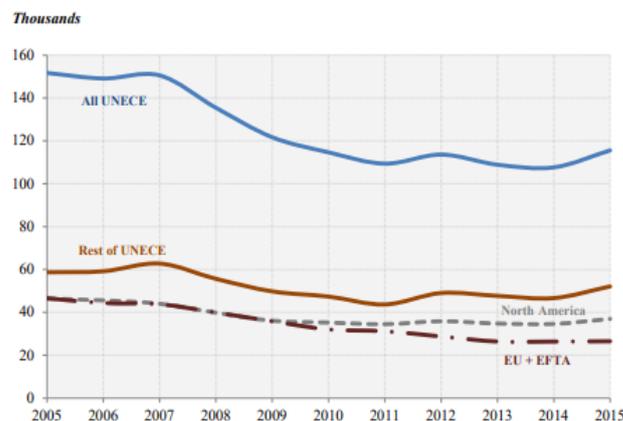
30. The objective is aligned with Sustainable Development Goal 3 “Good health and wellbeing”, Sustainable Development Goal 6 “Clean water and sanitation”, Sustainable Development Goal 7 “Affordable and clean energy”, Sustainable Development Goal 8 “Decent work and economic growth”, Sustainable Development Goal 9 “Industry, innovation and infrastructure”, Sustainable Development Goal 11 “Sustainable cities and communities”, Sustainable Development Goal 12 “Responsible consumption and production”, and Sustainable Development Goal 13 “Climate action”.

31. Alignment with the Sustainable Development Goals serves as a framework for contributing to the objective of the subprogramme. Within this framework, the subprogramme will develop cross-sectoral activities with other ECE subprogrammes where there is complementarity between the respective SDGs and targets in line with the nexus areas described in para 12 above.

C. Most significant actual result in 2018

On the road to sustainable inland transport systems

- The ECE Transport Subprogramme is effectively carried out by the programme work adopted by the Inland Transport Committee (ITC). Inter alia, through its 20 Working Parties and more than 50 formal and informal networks bringing together more than 3,500 experts it promotes sustainable transport systems that are safe, green, efficient and affordable, both for freight transport and personal mobility. The core pillar of its work is to develop and constantly update the international regulatory framework for inland transport which currently includes 58 UN legal instruments under its purview. At the request of member States and Contracting Parties, the subprogramme provides the institutional platform for national governments and key transport stakeholders to maintain this regulatory framework, and complements this work by related policy dialogue, analytical work, technical assistance and capacity building activities.



Source: UNECE Transport Database.

Note: Andorra, Monaco, San Marino and Turkmenistan are not included due to insufficient data availability. EU+EFTA refers to European Union and European Free Trade Agreement members.

- In 2018, the work of the subprogramme resulted in a significantly revised regulatory framework for sustainable inland transport systems, as evidenced by: (a) the adoption of 100 new UN 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 UN Global Technical Regulations on electric cars and on electric-powered two-wheelers to promote decarbonization of transport. These regulatory changes are legally binding, affecting the global production of vehicles and, as such, 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 introduce a modified concept for explosion protection on board inland waterway vessels; (c) the adoption of a set of amendments to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), that addresses emerging issues resulting from the increasing development of transport and use of lithium batteries and of vehicles powered by cleaner fuels (such as liquefied or compressed natural gas or hydrogen fuel cells); and (d) the acceleration of computerization of the TIR system, eTIR, which resulted in increased attractiveness of the 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 real live environment. The effectiveness of these activities is evidenced by the increased accession to the TIR Convention by Asian and Middle-East countries. Among the latest contracting parties are China, India and Pakistan, which alone account for 40% of the global population.
- The above results contributed to improvements of the sustainable transport systems in the areas of: (a) transport safety, especially road safety, as evidenced by a reduction in fatalities and severe injuries in the ECE region by 24%, as illustrated in figure 3, which brings the region's performance closer to SDG target 3.6 of

halving road fatalities and injuries by 2020; (b) transport environmental performance (green transport), as evidenced by expected reduction of about half of CO₂ emissions per electric vehicle as compared to the equivalent fossil fuel-powered vehicle; and (c) transport efficiency, as evidenced by 84 successful eTIR transport operations by the parties involved in the eTIR pilot project, who decided to continue conducting eTIR transports after the finalization of these operations.

- The above results demonstrate progress made in 2018 towards the collective attainment of the objective of the subprogramme.

32. As referred to in the Proposed Programme Budget for 2018-2019, a planned result for 2018, “Strengthened legal and regulatory framework for international inland transport (road, rail, inland waterway and intermodal transport), transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services”, was achieved as planned, as evidenced by the 100 new regulations and updates to existing ones actually adopted. With this result, the subprogramme contributed to the nexus areas on sustainable use of natural resources; sustainable and smart cities; sustainable mobility and smart connectivity.

D. Most significant planned result for 2020

Enhanced role to support sustainable inland transport systems

- The Sustainable Development Goals Report 2017 concluded that while considerable progress has been made over the past decade across all areas of development, advancements have been uneven across regions and the pace of progress is insufficient to fully meet the SDG targets by 2030. Nowhere is this illustrated more clearly than in road safety: in 2018, the General Assembly concluded that SDG target 3.6 of halving global deaths and injuries from road traffic accidents by 2020 will not be met. Despite the global efforts, including overall improvements in the ECE region, the global trend indeed appears to go in the opposite direction of actually meeting the SDG target.
- In response, for 2020, the Subprogramme intends to scale up its efforts to 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 in the area of transport of perishable foodstuffs; and enhance the efficiency and connectivity, including through the digitalization and e-docs in transport. The Committee plans to do so through the implementation of its strategy by, among other things, encouraging participation by countries from outside the ECE region to the activities of the Committee and its subsidiary bodies, and scaling up outreach and capacity building activities, including through partnerships with the UN system and external stakeholders and participation in regional and global initiatives.
- Evidence shows that countries with a higher number of accessions to conventions and agreements under the purview of the Committee have, for example, better road safety performance record. Therefore, the expected result of this 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 result will be evidenced by increased worldwide accessions to conventions and agreements under the purview of the Committee, especially by countries outside the ECE region, as shown in the figure below. The expected result would demonstrate progress made in 2020 towards the collective attainment of the objective of the subprogramme. It will contribute to the nexus areas on sustainable use of natural resources; sustainable and smart cities;

sustainable mobility and smart connectivity; and measuring and monitoring SDGs implementation.

Figure 4:

Number of Contracting Parties to United Nations legal instruments administered by ECE



33. The following General Assembly resolutions comprise the main mandates entrusted to the subprogramme: 58/9 on Global road safety crisis; 68/269 on Improving global road safety; 69/137 on Programme of Action for Landlocked Developing Countries for the Decade 2014–2024; 69/213 on 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 on Follow-up to the second United Nations Conference on Landlocked Developing Countries; 72/212 on Strengthening the link between all modes of transport to achieve the Sustainable Development Goals; and 72/232 on Follow-up to the second United Nations Conference on Landlocked Developing Countries.

34. The following new mandate was entrusted to the subprogramme in 2018: General Assembly resolution 72/271 on Improving global road safety.

35. The subprogramme will continue to be guided by all mandates entrusted to it, which provides the legislative framework for its deliverables.

E. Deliverables for the period 2018–2020

36. The below table lists all deliverables, by category and subcategory, for the period 2018–2020 that would contribute to the attainment of the objective stated above.

Category	Units of measurement	2018 planned	2018 actual	2019 planned	2020 planned
Quantified deliverables					
A. Facilitation of the intergovernmental process and expert bodies					
Parliamentary documentation	Number of documents	1645	1650	1514	1660
<i>Inland Transport Committee and its Subsidiary Bodies</i>		1320	1321	1320	1331
<i>ECOSOC Committee and related Subcommittees of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals</i>		321	324	190	324
<i>High-level meeting on Transport, Health and Environment</i>		5	5	5	5
Substantive services for meetings	Number of 3-hour meetings	349	349	354	369

<i>Category</i>	<i>Units of measurement</i>	<i>2018 planned</i>	<i>2018 actual</i>	<i>2019 planned</i>	<i>2020 planned</i>
<i>Inland Transport Committee and its Subsidiary Bodies</i>		307	307	317	327
<i>ECOSOC Committee and related Subcommittees of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals</i>		40	40	35	40
<i>High-level meeting on Transport, Health and Environment</i>		2	2	2	2
B. Generation and transfer of knowledge					
Technical cooperation projects	Number of projects	2	2	2	2
Seminars, workshops, fellowships and training events	Number of days	11	11	11	13
Publications	Number of publications	6	6	14	13
Technical materials	Number of materials	1	1	2	2
Non-quantified deliverables					
C. Substantive deliverables					
Consultation, advice and advocacy					
Databases and substantive digital materials					
D. Communication deliverables					
Outreach programmes, special events and information materials					
External and media relations					
Digital platforms and multimedia content					

F. Most significant relative variances of deliverables

Variances between the actual and planned figures in 2018

37. Subject to further review based on actual figures at the end of 2018.

Variances between the planned figures for 2019 and 2020

38. The variance in Quantified Deliverables is mainly driven by Parliamentary Documentation, caused by a structural asymmetry in parliamentary documents issued in even and odd years for the work under the ECOSOC Committee and related Subcommittees of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals.

Annex II

(...)

Draft ECE Proposed Programme Budget for 2020

Part II. Programme plan for programmes/subprogrammes and programme performance

Supplementary information on the programme plan and performance information¹

Programme of work

(...)

Subprogramme 2 Transport

S.20.4. The subprogramme will continue to be guided by all mandates entrusted to it as detailed in the list below.

List of 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

¹ The actual figures for 2018 and planned figures for 2020 for deliverables of the subprogrammes will be finalized by the end of 2018 based on the official Budget Instructions from the UN Controller.

72/212	Strengthening the link between all modes of transport to achieve the Sustainable Development Goals
72/232	Follow-up to the second United Nations Conference on Landlocked Developing Countries
72/271	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
E/RES/2017/13	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

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”)

S.20.5. The planned and actual deliverables of 2018, and the deliverables planned for 2019 and 2020, as guided by the mandates are presented in the table below:

<i>Deliverables</i>	<i>2018 plan</i>	<i>2018 actual</i>	<i>2019 plan</i>	<i>2020 plan</i>
Quantified deliverables				
A. Facilitation of the intergovernmental process and expert bodies:				
Parliamentary documentation	1645	1650	1514	1660
1. Parliamentary documentation for Inland Transport Committee	1320	1321	1320	1331
a. Inland Transport Committee	31	32	31	31
b. World Forum for Harmonization of Vehicle Regulations	837	837	837	840
c. Working Party on the Transport of Perishable Foodstuffs	33	33	33	33
d. Working Party on the Transport of Dangerous Goods	214	214	214	214
e. Working Party on Transport Trends and Economics	25	25	25	32
f. Working Party on Transport Statistics	14	14	14	14
g. Working Party on Road Transport	9	9	9	10
h. Global Forum for Road Traffic Safety	16	16	16	16
i. Working Party on Rail Transport	12	12	12	12

<i>Deliverables</i>	<i>2018 plan</i>	<i>2018 actual</i>	<i>2019 plan</i>	<i>2020 plan</i>
j. Working Party on Intermodal Transport and Logistics	11	11	11	11
k. Working Party on Inland Water Transport	47	47	47	47
l. Working Party on Customs Questions Affecting Transport	71	71	71	71
2. Parliamentary documentation for Economic and Social Council	321	324	190	324
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	2	5	1	5
b. Subcommittee of Experts on the Transport of Dangerous Goods	257	257	157	257
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	62	62	32	62
3. Parliamentary documentation for High-level Meeting on Transport, Health and Environment	5	5	5	5
Substantive services for meetings	348	348	354	369
4. Meetings of Inland Transport Committee	307	306	317	327
a. Inland Transport Committee	16	18	16	16
b. World Forum for Harmonization of Vehicle Regulations	111	111	111	111
c. Working Party on the Transport of Perishable Foodstuffs	8	10	8	8
d. Working Party on the Transport of Dangerous Goods	58	54	68	58
e. Working Party on Transport Trends and Economics	12	12	12	32
f. Working Party on Transport Statistics	6	6	6	6
g. Working Party on Road Transport	6	6	6	6
h. Global Forum for Road Traffic Safety	14	14	14	14
i. Working Party on Rail Transport	6	6	6	6
j. Working Party on Intermodal Transport and Logistics	6	5	6	6
k. Working Party on Inland Water Transport	18	18	18	18
l. Working Party on Customs Questions Affecting Transport	46	46	46	46
5. Meetings of Economic and Social Council	40	40	35	40
a. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals	1	1	0	1
b. Subcommittee of Experts on the Transport of Dangerous Goods	29	29	25	29
c. Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals	10	10	10	10
6. Meetings of High-level Meeting on Transport, Health and Environment	2	2	2	2
B. Generation and transfer of knowledge:				
Technical cooperation projects	2	2	2	2
7. Project on Trans-European North-South Motorway (TEM)	1	1	1	1
8. Project on Trans-European Railway (TER)	1	1	1	1
Seminars, workshops, fellowships and training events	11	11	11	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; vehicle agreements and regulations	7	7	7	9
10. Seminars for national coordinators, experts, customs officials and transport industry on the TIR Convention and Trans-European North-South Motorway and Trans-European Railway projects	4	4	4	4
Publications	6	6	14	13

<i>Deliverables</i>	<i>2018 plan</i>	<i>2018 actual</i>	<i>2019 plan</i>	<i>2020 plan</i>
11. Publications on Transport of Dangerous Goods and special cargoes	2	2	4	3
12. Publications on Transport facilitation	0	0	3	0
13. Publications on Green and Safe Transport and cross-cutting issues	2	2	4	8
14. Publications on Vehicles Regulations	1	1	1	1
15. Publications on Statistics	1	1	2	1
Technical materials	1	1	2	2
16. Fact sheet: what you should know about tyres	0	0	1	0
17. Factsheet: what you should know about safety belts	0	0	0	1
18. Transport statistics - country profiles	1	1	1	1

Non-quantified deliverables

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 cargoes
- Databases and substantive digital materials: Update and maintenance of the International TIR Databank on transport operators, including its online version; Development and maintenance of the International TIR Databank online project; Online register of customs sealing devices and customs stamps; TIR website; Internet-based inventory of standards on inland water infrastructure; Web-based inventory of existing European Agreement on Main International Railway Lines (AGC) and European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) 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 International Rail Security Observatory; Database for the Exchange of Type Approval (DETA); Electronic Convention on Road signs and signals (E-CoRSS)

D. Communication deliverables:

- Outreach programmes, special events and information materials: Information materials on legal instruments and activities of the subprogramme
- External and media relations: Annual set of press releases for the subprogramme
- Digital platforms and multimedia content: Digital platforms and multimedia content on sustainable transport and mobility; Update and maintenance of the website of the subprogramme