

**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals**

2 December 2011

**Sub-Committee of Experts on the
Transport of Dangerous Goods**

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Item 10 of the provisional agenda

Other business

**Sub-Committee of Experts on the Globally Harmonized
System of Classification and Labelling of Chemicals**

Twenty-second session

Geneva, 7 – 9 December 2011

Item 7 of the provisional agenda

Other business

**Programme of work for 2012-2013, biennial evaluations,
strategic framework for 2014-2015**

Note by the secretariat

1. Although the programme of work of the Sub-Committee is under the direct responsibility of the Economic and Social Council, for budgetary purposes it has to be reflected in the documents containing the Programme of work for 2012-2013 (ECE/TRANS/2012/9); the Biennial evaluations for 2012-2013 (ECE/TRANS/2012/10) and the Strategic framework 2014-2015 (ECE/TRANS/2012/11) for the UNECE transport sub-programme. Only the parts relevant to the work of the TDG and GHS Sub-Committees in documents -2012/10 and -2012/11 are reproduced in annexes 1 and 2 to this document. The draft strategic framework for the period 2014–2015 is reproduced in full in Annex 3.

2. The Sub-Committee may wish to note the information provided and comment as deemed necessary.

Annex 1

Draft programme of work of the Transport subprogramme for 2012–2013

Note by the secretariat

Introduction

1. The present document sets out the draft programme of work of the Transport subprogramme (“the subprogramme”) for 2012–2013. The Inland Transport Committee (“the Committee”) is invited to consider the programme and subsequently adopt it at its 74th session. It will then be submitted to the Economic Commission for Europe (ECE) Executive Committee (EXCOM) for formal approval. The Committee will have the opportunity to adjust its programme of work during the course of the biennium and such adjustments will be reflected in a separate document.
2. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities proposed to be carried out in 2012–2013. The delivery of these outputs/activities is expected to contribute to achieving the expected results.
3. The grouping of activities into clusters is exactly the same as used by the Committee for the biennial evaluation of its subprogramme performance. The correlation between the ECE Strategic Framework and the cluster framework used for subprogramme biennial evaluation for 2012–2013 is shown in document ECE/TRANS/2012/10.
4. Furthermore, the outputs/activities listed in this document correspond with the ECE proposed programme budget for 2012–2013 and are complemented by additional items to reflect the more recent developments and needs of ECE member States. For easy reference, such new outputs/activities have been clearly indicated as “additional”.
5. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material; and (c) technical cooperation, including, seminars, workshops, training sessions, advisory services.
6. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in document ECE/TRANS/2012/10 in order to facilitate the task of the Committee to assess whether all outputs which are necessary to achieve the expected result have been included in the plan.
7. Finally, Annex I to the present document lists the ECE overall legislative mandates and those specific for the subprogramme.

I. Objective and strategy

8. The objective of the subprogramme is to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development.

9. The responsibility for the subprogramme is vested in the Transport Division. The subprogramme will focus on four broad functional areas: legal and regulatory framework for international land transport; improved law enforcement and regulatory framework; national capacity for the development of pan-European and transcontinental transport infrastructure as well as transport and trade facilitation; and capacity-building activities in Eastern and South-Eastern Europe, the Caucasus and Central Asia.

10. The legal and regulatory framework for international land transport will include both new instruments and recommendations on transport issues as well as the updating and improvement of the 57 existing agreements and numerous regulations and recommendations. This will cover all modes of inland transport, including road, rail, inland waterway and intermodal, as well as special areas of interest, for example, vehicle construction and transport of dangerous goods. This will be achieved through consensus and agreement at ECE intergovernmental meetings on transport.

11. With regard to improved implementation and law enforcement, activities will be taken to promote new accessions to ECE legal instruments. Implementation will be promoted and surveyed through improved monitoring mechanisms for as many legal instruments as possible. To this end, the incorporation of certain ECE legal instruments (e.g., vehicle regulations and transport of dangerous goods) in the European Union Community acquis (by the European Commission) will continue to play an important role.

12. Emphasis will be placed on regional and subregional cooperation for enhancing national capacity for the development of transport infrastructure to support pan-European and Euro-Asian economic integration. In addition, development of Euro-Asian transport links will be promoted in cooperation with Economic Commission for Asia and Pacific (ESCAP) and member States. Strengthening of transport links between Europe and Africa, and between Europe and the Middle East, including across the Mediterranean, will be promoted in cooperation with the Economic Commission for Africa (ECA) and the Economic and Social Commission for Western Asia (ESCWA). Transport and trade facilitation will focus on transit and border-crossing facilitation. In particular, it will be mainstreamed, inter alia, through the implementation of the International Convention on the Harmonization of Frontier Controls of Goods, including pilots for the measurement of border-crossing performance. The special needs of landlocked transition economies and their transit neighbours will be serviced through technical assistance and analytical work.

13. Special attention will be given to further strengthening national capacity of countries in Eastern and South-Eastern Europe, the Caucasus and Central Asia to implement relevant ECE legal instruments, norms and standards through advisory missions, seminars and workshops. Capacity-building activities will be organized in cooperation with interested Governments and with the assistance of international experts and staff of the Division.

14. Cooperation and partnerships with the European Union and other international organizations active in the field of transport, such as the International Transport Forum, will be intensified. Cooperation will continue with the other regional commissions and with all partners in the United Nations Road Safety Collaboration in order to improve global road safety and law enforcement in response to General Assembly resolutions. The public-private dialogue will be scaled up through closer cooperation with non-governmental organizations representing transport operators, relevant industries, transport users and consumers.

15. New multisectoral projects will be embarked on, with particular attention to improving energy efficiency in transport in response to global warming concerns, while existing ones (inter alia, on transport health and environment; trade and transport facilitation; global supply chains and competitiveness) will be strengthened.

16. The Division will continue to service the Economic and Social Council Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of the Classification and Labelling of Chemicals and its subsidiary bodies.

II. Outputs/activities to be delivered in the 2012–2013 biennium

[.....]

Cluster 12 Transport of dangerous goods (ECOSOC)

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>Development and review of recommendations, drafted in the form of Model Regulations, on the transport of dangerous goods in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the requirements to ensure the safety and security of people, property and the environment. These recommendations shall represent a basic scheme of provisions to allow uniform development of national and international regulations governing the various modes of transport.</p> <p>Main actions by the Transport Division:</p> <ul style="list-style-type: none"> • Providing secretariat services to the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its Sub-Committee of Experts on the Transport of Dangerous Goods. • Reporting to the Economic and Social Council every two years • Issuing new recommendations of the Committee every two years • Publication of consolidated versions of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, and of the related Manual of Tests and Criteria every two years, • Cooperation with governments and international organizations • Providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow) 	<p>Adoption of amendments to the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and to the Manual of Tests and Criteria and issuance of new recommendations in 2012, and publication in 2013 of new consolidated versions of the Model Regulations and of the Manual of Tests and Criteria incorporating amendments and new recommendations.</p> <p>Effective implementation of the recommendations through national and international legal instruments</p>

Outputs/activities

(a) *Meetings and related parliamentary documentation*

12.1 Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (6th session, 2012) (one meeting)

Documentation:

Report of the session (1), and addenda (3) containing consolidated lists of amendments to the Recommendations on the Transport of Dangerous Goods, Model Regulations, the Manual of Tests and criteria, and the Globally Harmonized System of Classification and Labelling of Chemicals; one series of documents

One report of the Secretary-General to the Economic and Social Council

12.2 Sub-Committee of Experts on the Transport of Dangerous Goods (41st and 42nd session in 2012, 43rd and 44th session in 2013) (54 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the United Recommendations on the Transport of Dangerous Goods implementation.

(b) *Publications and other information material*

12.3 Recommendations on the Transport of Dangerous Goods, Model Regulations, 18th revised edition (2013) (Book, CD-Rom and internet version)

12.4 Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria, 6th revised edition or Amendment 2 to the 5th revised edition (2013) (Book, CD-Rom, and internet version)

12.5 Publication of information on transport of dangerous goods related activities on website <http://www.unece.org/trans/danger/danger.html>

(c) *Technical cooperation*

12.6 Technical assistance to countries for effective implementation, upon request and as resources allow

12.7 Technical assistance and cooperation with governments, international organizations, governmental, non-governmental organizations and private institutions: providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).

Cluster 13

Globally Harmonized System of classification and labelling of chemicals (GHS)

Description of cluster (optional)

Expected accomplishments from this cluster

Consideration of recommendations and technical questions concerning the classification and labelling of chemicals in all types of use situations, including production, storage, transport, workplace use, consumer use, and presence in the

Adoption of amendments to the Globally Harmonized System intended to:

environment. Preparation of new recommendations and further refinement [and amendment] of the existing criteria to enhance the level of protection offered to workers, consumers, the general public and the environment at the same time as facilitating trade, in cooperation with the Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods.	further clarify or harmonize the existing classification and labeling criteria or to introduce new criteria, in order to maintain or increase the level of protection offered to the environment and to those producing, handling, transporting or using hazardous chemicals, in a uniform, harmonized and coherent way and facilitating its effective implementation through international and national legislation; and publication of a revised version of GHS incorporating these amendments
<p>Main actions by the Transport Division:</p> <ul style="list-style-type: none">• Providing secretariat services to the Economic and Social Council's Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, which is responsible for: ensuring the continued relevance and practical utility of the System; determining the need for and the timing of the updating of technical criteria; promoting its use and implementation worldwide; facilitating its understanding; providing guidance on its application and on the interpretation of the criteria to support consistency of application; and making the system available for worldwide use and application.• Administering the Globally Harmonized System (e.g.: consolidation and checking of amendments; dissemination and updating of information related to the System, including that relative to its status of implementation, in the secretariat's website)• Publication of consolidated versions of the Globally Harmonized System as requested by the Sub-Committee• Cooperation with governments, international organizations, government, intergovernmental and non-governmental organizations with a view to inform of the GHS and reflect it where relevant, where appropriate• Providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow)	Effective implementation of the GHS through national and international legal instruments

Outputs/activities

(a) *Meetings and related parliamentary documentation*

13.1 Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals (23rd and 24th session in 2012, 25th and 26th session in 2013) (21 meetings)

Documentation:

Reports of the sessions (4); two series of documents concerning amendments to the Globally Harmonized System implementation.

(b) *Publications and other information material*

13.2 Globally Harmonized System of Classification and Labelling of Chemicals (GHS), fifth revised edition (2013) (Book, CD-Rom and internet version)

13.3 Publication of information on GHS related activities on website <http://www.unece.org/trans/danger/danger.html>

(c) *Technical cooperation*

13.4 Legal data related to the implementation of the Globally Harmonized System maintained by the secretariat and made available on the internet (Status of implementation, dates of entry into force, transitional periods, etc...).

13.5 Technical assistance to countries for effective implementation.

13.6 Technical assistance and cooperation with governments, international organizations, governmental, non-governmental organizations and private institutions: providing technical advice and training, or participating in conferences, seminars and workshops for technical assistance or awareness-raising (upon request and as resources allow).

[.....]

Annex 2

Biennial Evaluation plan for the Transport subprogramme (2012–2013)]

Note by the secretariat

The note provides the logical framework for the biennial performance evaluation for 2012-2013 of the UNECE Subprogramme 2 Transport. The note is presented to the Inland Transport Committee for approval.

This tentative template for the Biennial Evaluation plan uses portrait format: after each Expected accomplishment (EA) all related Indicators of Achievement (IA) are listed.

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2012–2013</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2012–2013</i>
	[Clusters 1 to 11...]	[.....]
<p>EA (a). Strengthened legal and regulatory framework for international land transport covering road, rail, inland waterway and intermodal transport, including transport infrastructure, related services, and border crossing facilitation, transport of dangerous goods, vehicle construction and other transport issues.</p> <p>[.....]</p> <p>IA (a) (iii) The number of international legal instruments amended to reflect the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods</p> <p>Performance measures:</p> <p>Baseline 2011: 6 legal instruments</p> <p>Target 2012-2013: 6 legal instruments</p>	12. Transport of dangerous goods (ECOSOC)	<p>EA 12.1 Adoption of amendments to the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and to the Manual of Tests and Criteria and issuance of new recommendations in 2012, and publication in 2013 of new consolidated versions of the Model Regulations and of the Manual of Tests and Criteria incorporating amendments and new recommendations.</p> <p>IA 12.1 (a) Amendments to 17th revised edition of the Model Regulations and 5th revised edition of the Manual of Tests and Criteria adopted in 2012 .</p> <p>Performance measures:</p> <p>Baseline 2011: 2 sets of amendments</p> <p>Target: 2012-2013: 2 sets of amendments</p> <p>IA 12.1 (b) Publication of the 18th revised editions of the Model Regulations and of the 6th revised edition of the Manual (or Amendment 2 to the fifth revised edition) before end 2013</p> <p>Performance measures:</p> <p>Baseline 2010-2011: 1 Model Regulations, 1 Manual</p> <p>Target 2012-2013: 1 Model Regulations, 1 Manual</p>

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2012–2013</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2012–2013</i>
[....]	13. Globally Harmonized System for the classification and labelling of chemical (GHS) [Clusters 14 and 15.....]	<p>EA 13.1 Adoption of amendments to the Globally Harmonized System intended to further clarify or harmonize the existing classification and labeling criteria or to introduce new criteria, in order to maintain or increase the level of protection offered to the environment and to those producing, handling, transporting or using hazardous chemicals, in a uniform, harmonized and coherent way and facilitating its effective implementation through international and national legislation, and publication in 2013 of the fifth revised edition of GHS</p> <p>IA 13.1(a) One set of amendments to the GHS adopted in 2012.</p> <p>Performance measures: Baseline 2011: 1 set of amendments Target: 2012-2013: 1 set of amendments</p> <p>IA 13.1 (b) Publication of the 5th revised edition of the GHS before end 2013</p> <p>Performance measures: Baseline 2010-2011: 1 GHS Target 2012-2013: 1 GHS</p>
[....]	[Clusters 14 and 15.....]	[.....]

Annex 3

Draft strategic framework for the period 2014–2015

Note by the secretariat

1. The Draft Strategic Framework including expected accomplishments and the strategy have been prepared on the basis of the mandate of the Transport Subprogramme, the accomplishments achieved in previous biennium and the United Nations guidelines for the preparation of the strategic biennial plans. The Strategic Framework has to be reviewed by the Sectoral Committees, (or their Bureaux – in case of Committees not having a meeting during the last four months of 2011) before its submission to the Executive Committee in December 2011 and to United Nations Headquarters in early 2012. The Bureau is **invited to consider and adopt** the UNECE Transport Subprogramme Draft Strategic Framework (biennial programme plan) for the period 2014–2015.

Subprogramme 2 – Transport

Proposed Strategic Framework for the period 2014–2015

Subprogramme 2 – Transport

Objective of the Organization: To facilitate the international movement of goods and mobility of persons by inland transport modes and improve traffic safety, environmental performance, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development

<i>Expected accomplishments of the Secretariat</i>	<i>Indicators of achievement</i>
(a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), including transport infrastructure, border crossing facilitation, transport of dangerous goods, vehicle construction and other transport related services.	(a) (i) Increased share of the legal instruments, which are administered by ECE, in force relative to the total number UN legal instruments on transport which are administered by ECE <i>Performance measures</i> 2010–2011: 85 per cent Estimate 2012–2013: 86 per cent Target 2014–2015: 89 per cent (ii) The number of new vehicle regulations and amendments <i>Performance measures</i> 2010–2011: 140 amendments and new regulations Estimate 2012–2013: 130 amendments and new regulations Target 2014–2015: 70 amendments and new regulations (iii) The number of international legal instruments amended to reflect the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods <i>Performance measures</i> 2010–2011: 6 legal instruments

Objective of the Organization: *To facilitate the international movement of goods and mobility of persons by inland transport modes and improve traffic safety, environmental performance, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development*

Expected accomplishments of the Secretariat	Indicators of achievement
(b) Greater geographical coverage and more effective implementation of the ECE legal instruments and recommendations on transport	<p>Estimate 2012–2013: 6 legal instruments Target 2014–2015: 6 legal instruments</p> <p>(b) (i) Increased number of Contracting Parties to UN legal instruments on transport administered by UNECE</p> <p><i>Performance measures</i> 2010–2011: 1,680 participations by States Estimate 2012–2013: 1,720 participations by States Target 2014–2015: 1,760 participations by states</p> <p>(ii) Increased number of mechanisms in place for monitoring the implementation as agreed by member States</p> <p><i>Performance measures</i> 2010–2011: 3 mechanisms Estimate 2012–2013: 5 mechanisms Target 2014–2015: 3 mechanisms</p>
(c) Enhanced national capacity in the countries of Eastern and South-Eastern Europe, as well as in the countries of the Caucasus and Central Asia for the development of the pan-European and transcontinental transport infrastructure and for the introduction of transport facilitation measures, with special attention to landlocked developing economies and their neighbours.	<p>(c) (i) Increased number of Contracting parties to four key transport infrastructure agreements leading to enhanced coverage of the ECE region</p> <p><i>Performance measures</i> 2010–2011: 119 States parties Estimate 2012–2013: 122 States parties Target 2014–2015: 123 State parties</p> <p>(ii) Increased number of ECE countries participating in subregional projects leading to enhanced coverage of the ECE region by regional and subregional transport investment plans</p> <p><i>Performance measures</i> 2010–2011: 49 countries Estimate 2012–2013: 52 countries Target 2014–2015: 52 countries</p>
(d) Strengthened capacity of the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia to implement relevant ECE legal instruments, norms and standards	<p>(d) (i) Percentage of participants who rated workshops, seminars and other capacity-building activities as useful for their future work</p> <p><i>Performance measures</i> 2010–2011: 65 per cent Estimate 2012–2013: 75 per cent Target 2014–2015: 80 per cent</p> <p>(ii) Increased number of countries having established road safety improvement targets</p> <p><i>Performance measures</i> 2010–2011: 28 countries Estimate 2012–2013: 35 countries Target 2014–2015: 37 countries</p>

Strategy

16.15 The responsibility for the subprogramme is vested in the Transport Division. The subprogramme will focus on four broad functional areas: further development of legal and regulatory framework for international land transport; improved implementations of the existing legal and regulatory framework; strengthening of the national capacity for the development of pan-European and transcontinental transport infrastructure as well as transport and trade facilitation; and capacity-building activities in Eastern and South-Eastern Europe, the Caucasus and Central Asia.

16.16 Further development of the legal and regulatory framework for international land transport will be achieved through new instruments and recommendations on various transport areas as well as through the updating and improvement of the 58 existing agreements, regulations and recommendations. This will cover all modes of inland transport (road, rail, inland waterway and intermodal), as well as areas of special interest, for example, vehicle regulations and transport of dangerous goods. This will be achieved through active collaboration with member Governments and other stakeholders, consensus building and reaching agreements at relevant ECE intergovernmental meetings on transport as well as through the work of administrative committees of conventions and agreements.

16.17 Secretariat will intensify activities to promote new accession to the UN legal instruments administered by UNECE. Their implementation will be promoted and surveyed through improved monitoring mechanisms. To this end, the incorporation of certain UN legal instruments (e.g., vehicle regulations and transport of dangerous goods) in the European Union Community *acquis* by the European Commission will continue to play an important role.

16.18 To promote pan-European and Euro-Asian economic integration, emphasis will be placed on regional and subregional cooperation activities, particularly in support to development of transport infrastructure. Development of Euro-Asian Transport Links will be promoted in cooperation with ESCAP, other international organisations and member States. Strengthening of transport links between Europe and Africa, and between Europe and the Middle East, including across the Mediterranean, will be promoted in cooperation with the Economic Commission for Africa and the Economic and Social Commission for Western Asia. Transport and trade facilitation will focus on transit and border-crossing facilitation. In particular, it will be mainstreamed, inter alia, through the implementation of the International Convention on the Harmonization of Frontier Controls of Goods, including pilots for the measurement of border-crossing performance. The special needs of landlocked transition economies and their transit neighbours will be addressed through technical assistance and analytical work.

16.19 Through advisory missions, seminars and workshops special attention will be given to further strengthening national capacity of countries in Eastern and South-Eastern Europe, the Caucasus and Central Asia to implement relevant ECE legal instruments, norms and standards through advisory missions, seminars and workshops. Capacity-building activities will be organized in cooperation with interested Governments requesting such assistance and with the assistance of international experts and staff of the Division.

16.20 Cooperation and partnerships will be strengthened with the European Union and other international organizations active in the field of transport, such as the International Transport Forum. In order to improve global road safety in response to General Assembly resolutions, cooperation will continue with the other regional commissions and with all other partners in the United Nations Road Safety Collaboration. The public-private dialogue will be further scaled up through closer cooperation with non-governmental

organizations representing transport operators, relevant industries, transport users and consumers.

16.21 The work will continue on new multisectoral projects with particular attention to improving energy efficiency in transport in response to global warming concerns, while existing projects (inter alia, on transport health and environment; trade and transport facilitation; global supply chains and competitiveness) will be carried out and completed through the work of expert groups, in collaboration with interested member states and other stakeholders.

16.22 The Division will continue to service the Economic and Social Council Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System for the Classification and Labelling of Chemicals and its subsidiary bodies.

External factors

The subprogramme is expected to achieve its objectives and expected accomplishments on the assumption that (a) consensus is achieved among the various interested parties on the updating of existing legal instruments and the development of new ones, (b) the environment is conducive to the ratification of or accession to ECE legal instruments in the transport sector, (c) Governments and parliaments decide to establish, implement and enforce related international legislation, (d) there is a stable political climate in member countries enabling the extension of transport infrastructure and networks, and the facilitation of border crossings, (e) there is political will at the national and sub-national levels in the member States to set road safety improvement targets, to implement transport policy measures and set relevant targets for climate change mitigation, (f) there is sufficient national funding available to implement the legal instruments, as well as the road safety improvement measures and the climate change mitigation programmes, and (g) there is adequate voluntary funding available for enhanced capacity-building.

Subprogramme 2 – Transport

General Assembly resolutions

58/9	Global road safety crisis
58/201	Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries
63/2	Outcome document of the midterm review of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries
65/172	Groups of countries in special situations: specific actions related to the particular needs and problems of landlocked developing countries: outcome of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation
64/255	Improving global road safety

Economic and Social Council resolutions

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| 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 |
| 2011/12 | Europe-Africa fixed link through the Strait of Gibraltar |
| 2011/25 | 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

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| ECE/AC.21/
2002/8 | Declaration on the establishment of a Transport, Health and Environment Pan-European Programme (THE PEP) adopted by the Second High-level Meeting on Transport, Environment and Health |
| ECE/AC.21/
2009/2 | Report of the High-level Meeting on Transport, Health and Environment on its Third session |
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