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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF
DANGEROUS GOODS AND ON THE GLOBALLY
HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the
Transport of Dangerous Goods

Thirty-second session
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Item 11 of the provisional agenda

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

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Item 7 of the provisional agenda

OTHER BUSINESS

Strategic framework for 2010-2011 and biennial evaluation for 2008-2009

Note by the Secretariat

1. The Secretariat reproduces hereafter a document which has been prepared for the Bureau of the UNECE Inland Transport Committee, concerning biennial evaluations for 2008-2009 and the strategic framework for 2010-2011, which is self-explanatory.
2. Although the Committee on TDG/GHS is not a subsidiary body of the UNECE, for administrative and budgetary reasons, its activities are listed in the United Nations budget programme under Subprogramme 2 – Transport, of the UNECE.
3. The UNECE Secretariat is currently preparing the draft strategic framework for 2010-2011 for all subprogrammes of the UNECE. This strategic framework must contain a description of the strategy for the subprogramme, expected accomplishments and indicators of achievements. Normally the number of expected accomplishments is limited to 3 per subprogramme (i.e. for the whole UNECE Transport subprogramme plus the CETDG/GHS activities) and 2 to 3 indicators of achievement per expected accomplishment. As a consequence, it is not possible to enter into details. The draft strategic framework for 2010-2011 is reproduced in annexe II, and indicator (a) (iii) is the one corresponding to the activities of the TDG and GHS subcommittees, corresponding to the indicator for 2006-2007 and 2008-2009. The targets are in fact 3 sets of amendments (Model Regulations, Manual of Tests and Criteria, GHS) per biennium.
4. In addition to this strategic framework which has to be drawn up for all UN programmes in the context of the UN programme budget preparation, the UN Economic Commission for Europe has requested its secretariat to carry out biennial evaluations for each UNECE subprogramme cluster of activities. The purpose is to provide the UNECE with more

detailed information about the achievements of each subprogramme. This is not a requirement for other UN programmes, but the secretariat has been informed that since the budget of the CETDG/GHS is included in the UNECE budget, this exercise should be carried out for the Committee and its subcommittees as well.

5. As a consequence, both the TDG and the GHS subcommittees are invited to draft one expected accomplishment with a maximum of three indicators of achievement. The texts developed for the other clusters of activities of the UNECE Transport subprogramme are given in annex I of the attached document as examples.

ECONOMIC COMMISSION FOR EUROPE

**INLAND TRANSPORT COMMITTEE
Seventh meeting of the 2006-2007
Bureau of the Inland Transport Committee
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DRAFT

**PLANNING FOR THE PERFORMANCE EVALUATION OF THE
2008-2009 PROGRAMME OF WORK AND
THE STRATEGIC FRAMEWORK FOR THE PERIOD 2010-2011**

Note by the secretariat

Summary

This document provides an overview of the planned performance assessments and self-evaluations for the transport subprogramme. In line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations, it sets the framework for such evaluation to be performed in the context of the 2008-2009 biennium. The Committee is invited to review and agree on the expected accomplishments and related indicators of achievement proposed for each cluster of activities in this framework before its submission to the Executive Committee.

In addition, the Committee is presented with the subprogramme's 2010-2011 strategic framework drawn up in the context of the United Nations programme budget preparations. In accordance with the UNECE programme planning process, the strategic framework has been reviewed by the Committee's Bureau before its submission to the Executive Committee and to the United Nations Headquarters in early 2008.

I. INTRODUCTION

1. As with any large organization, the United Nations, including the UNECE, is expected to plan its activities in advance and with the participation of stakeholders, enabling the Fifth Committee of the General Assembly to make the necessary funding decisions. Likewise after a defined period – in the case of the United Nations two years – those responsible for a programme should report on their achievements, and be answerable for the results.

2. In recent years, the United Nations has moved to a results-based management system, where programmes are assessed in terms of results achieved and not just the outputs produced. This necessitates putting in place mechanisms to monitor and report on achievements and lessons learned which should lead to improved performance.

3. Generally, there are two formal frameworks for programme planning, performance assessment and reporting:

(a) United Nations-wide mandatory assessment system, in compliance with the instructions provided by the General Assembly and Headquarters; and

(b) UNECE biennial performance evaluations to be implemented by each Sectoral Committee at the request of the Commission.

4. Each of the two systems has its own legitimate requirements, and can neither be ignored nor short-circuited. The challenge is to align all the processes and to streamline the use of resources, for instance by harmonizing planning periods, and using the same methods to assess performance.

II. UNITED NATIONS-WIDE MANDATORY ASSESSMENT SYSTEM

5. In order to achieve the best possible results and as mandated by the United Nations, two key tools are employed by all its entities to ensure that the work carried out corresponds adequately to objectives set and the needs of users and stakeholders:

(a) The United Nations results-based management and results-based budgeting framework; and

(b) Self-evaluations.

6. According to the United Nations results-based management and results-based budgeting system, all sub-programmes, before each biennium, must set up a strategic framework that determines their objectives in terms of “expected accomplishments” and, for each of them, indicators of achievement. The 2008-2009 strategic framework for the transport sub-programme was approved by the General Assembly (A/61/6 (Programme 16)).

7. Apart from the above assessments, sub-programme managers are also requested to undertake self-evaluations of selected areas of work, projects or key activities. The main aim of these self-evaluations is to ensure the effectiveness and efficiency of the work undertaken and to optimize its impact. For example, in the 2006-2007 biennium, a self-evaluation in the areas of the TIR Convention and Transport, Health and Environment Pan-European Programme (THE PEP) is planned.

III. UNECE BIENNIAL PERFORMANCE EVALUATIONS 2008-2009

8. The UNECE member countries, being committed to the transparency and effectiveness of programme management, agreed, at the Commission session in 2004, to place more emphasis on evaluation as a tool in managing the Commission's work. The Sectoral Committees were therefore requested by the Commission to conduct biennial evaluations of their respective sub-programmes and to take into account the results of these evaluations in determining their work programmes. The 2005 UNECE reform further strengthened this approach.

9. The biennial evaluations should give an opportunity for the members of each Sectoral Committee to review and reaffirm, on a continuous basis, the relevance of the activities and their clusters in view of the sub-programmes' objectives. The results of these evaluations should contribute to defining sub-programme priorities and the related redistribution of resources.

10. In the context of the biennial evaluations, each Sectoral Committee has been mandated to identify clusters of activity and agree on expected accomplishments for 2008-2009 for each of them, together with the related indicators of achievement and measurement methodologies. This approach is at a level of detail corresponding more closely to reality in the UNECE context than the necessarily more aggregated United Nations-wide approach (see section II), while following the same results-based methodology.

11. These biennial evaluations should comprise two phases: (a) a planning phase, prior to each biennium as mentioned above; and (b) an evaluation phase, towards the end of any biennium, drawing up an accomplishment account for each expected accomplishment, including lessons learned and recommendations for possible programmatic adjustments.

12. The secretariat has drawn up draft expected accomplishments and indicators of achievement for each cluster of its activities for review and agreement by the Committee. In 2009, at its annual session, the Committee will be requested to address some key evaluation elements (relevance, effectiveness, impact and efficiency) in reviewing the accomplishments of the sub-programme in each of its clusters. Some guidelines for these evaluations have been prepared by the UNECE Programme Planning, Monitoring and Evaluation Unit and are available in the "Guide for biennial evaluations of sub-programme performance by UNECE sectoral Committees", which is posted to the UNECE website at: <http://www.unece.org>.

13. The proposed clusters of activities of the transport sub-programme, their expected accomplishments and indicators for achievement are presented in **Annex I**.

14. The Committee is invited to discuss and agree on the expected accomplishments for the 2008-2009 Biennial Performance evaluations.

IV. UNITED NATIONS STRATEGIC FRAMEWORK 2010-2011

15. In accordance with the UNECE programme planning process, the draft strategic framework has to be reviewed by the Sectoral Committees, (or their Bureaux in the case of Committees that do not meet during the last four months of 2007) before submission to the Executive Committee in November/December 2007 and to United Nations Headquarters in early 2008.

16. As outlined in Annex II, the 2010-2011 strategic framework for the subprogramme contains the following elements:

Subprogramme objective;

Expected accomplishments and indicators of achievement; and

Strategy to achieve the subprogramme's expected accomplishments and objective.

17. The Committee may wish to note that the strategic framework has been reviewed by its Bureau before its submission to the Executive Committee and to the United Nations Headquarters in early 2008.

ANNEX I

**EXPECTED ACCOMPLISHMENTS AND INDICATORS OF ACHIEVEMENT FOR
THE TRANSPORT SUBPROGRAMME, PER CLUSTER OF ACTIVITIES, FOR THE
PURPOSE OF 2008-2009 BIENNIAL PERFORMANCE EVALUATIONS**

Cluster	Expected accomplishments	Indicators of achievement
Overall coordination	Successful holding of the annual meetings of the Inland Transport Committee and its Bureau as well as of those of the ITC Chair and Vice-Chairs with the Executive Committee	(a) Number of Member States participating in the ITC meetings (b) Level of satisfaction of participating delegates from Member States with the servicing of the meetings of the ITC and its Bureau as expressed in surveys launched after meetings (c) Level of satisfaction expressed by the Executive Committee regarding the activities of the ITC at its annual meeting with the Chairs and Vice-Chairs of the Committee
Transport Trends and Economics (including Euro-Asian transport links)	Better understanding by Member States of the main transport trends and developments in the ECE region and strengthened cooperation on the development of Euro-Asian transport links	(a) Number of countries participating in meetings and activities (b) Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted (c) Progress made in the establishment of a permanent mechanism for cooperation for development of Euro-Asian transport links
Road Transport	Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)	(a) Number of countries responding to the survey (b) Number of problem areas identified and of proposals to address them
Road Traffic Safety	Enhanced implementation of the Vienna Conventions on Road Traffic and Road Signs and Signals and European Agreements supplementing them	(a) Number of countries responding to the survey (b) Number of areas identified for evaluation (c) Number of new Contracting Parties to the Conventions and European Agreements
Harmonization of Vehicle Regulations	Developed and updated set of Vehicle Regulations and Rules, including global regulations	(a) Number of amendments to existing Vehicle Regulations and Rules (b) Number of new Vehicle Regulations adopted (c) Number of global technical regulations adopted
Rail Transport	Better understanding of rail transport operations and policies in the region, including infrastructure, border crossing, interoperability issues, and monitoring and updating of relevant legal instruments, as well as enhanced cooperation of UNECE countries in addressing them	(a) Number of countries, IGOs and NGOs participating in the annual meeting of the Working Party on Rail Transport and level of satisfaction as expressed in surveys (b) Number of amendments to the AGC Agreement as well as updated and amended lines in its Annex I which the Working Party has put in effect. (c) Number of thematic workshops/seminars organized and number of participants

Inland Waterway Transport	An improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region	(a) A further developed Resolution No.61 with annexed Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels, by initiating work on Specific requirements for sea-going vessels and for recreational craft (b) Adoption of a White Paper on Trends In and Development of Inland Navigation in the region
Intermodal Transport and Logistics	Better understanding of sustainable intermodal transport and logistics operations and policies in the region and enhanced cooperation of UNECE member countries in addressing these issues through the exchange of experiences and good practices This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (AGTC Amendment and its Protocol).	(a) Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24). (b) Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol. (c) Number of new Contracting Parties to the AGTC Agreement and its Protocol.
Customs Questions affecting Transport	New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation	(a) Number of countries and participants in WP.30, AC.2 and expert group meetings (b) Level of satisfaction as reflected in surveys (c) Number of new amendments adopted and/or discussed, and number of new Contracting Parties

Transport, Health and Environment Pan-European programme (THE PEP)	Exchange of experience, good practice and capacity building for the integration of transport, environment and health policies with special focus on Eastern European, Caucasus and Central Asia (EECCA) and South-Eastern Europe (SEE)	(a) Number of countries and NGOs in meetings of THE PEP Steering Committee and relevant workshops undertaken in this framework (b) Efficient preparation (review and assessment of THE policies) and organization (number of high-level participants) of the mandated 3. High-Level Meeting on Transport, Health and Environment in 2008, including adoption of a political declaration on concrete follow-up measures for THE PEP (c) Demonstrated impact and effectiveness of THE PEP on national policy approaches towards integration of transport, environment and health
Transport of Dangerous Goods (ECE) ¹	Adoption of amendments to ADR and, through joint activities carried out with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a uniform, harmonized and coherent system of transport of dangerous goods regulations based on the UN Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.	(a) Amendments to ADR, RID and ADN adopted in 2007 and 2008 and entered into force by 1 January 2009 for international transport and made applicable to domestic traffic in all EU and EEA countries by 1 July 2009, reflecting, <i>inter alia</i> , the 2007 UN Recommendations on the Transport of Dangerous Goods, Model Regulations (15 th revised edition) (b) Publication of the consolidated 2009 revised editions of ADR and ADN before end 2008 (c) Number of drivers and dangerous goods safety advisers trained/number of training courses organized/number of driver training certificates or dangerous goods safety advisor certificates issued/number of control operations made/number of vehicles certificate issued/number of tank approval certificates issued/number of new packaging design type issued/number of ADN certificates issued/etc. in order to take account of new amendments, or a selection thereof].
Transport of Dangerous Goods (ECOSOC)	(To be drafted) ²	(To be drafted)
Globally Harmonized System (GHS)	(To be drafted)	(To be drafted)
Transport of Perishable Foodstuffs	Enhanced and updated international requirements for the transport of perishable foodstuffs	(a) Number of new amendments to the ATP adopted by the WP.11 (b) Total number of Contracting Parties to the ATP

¹ Indicators of achievement (c) will be considered by WP.15/AC.2. The results of a first discussion on the matter during the last session of WP.15 showed that there are differed opinions on whether these indicators are reflecting efficiently the achievements of the Working Party and whether they are readily available in every country. Some delegations proposed to include the ratio *accident statistics/quantity of dangerous goods transported in tonnes.km* but also agreed that these data may be difficult to gather. It was agreed that the secretariat should send a questionnaire to the contracting parties of ADR in order to know what data may be readily available and to collect them when possible.

² ECOSOC bodies serviced by the UNECE secretariat. To be discussed during next sessions (TDG: 3-7 December; GHS :12-14 December 2007

		Agreement (c) Number of documents considered at each session of WP.11 and number of documents of amendment proposals transmitted to the UN Treaty Section in New York
Transport Statistics	Improved availability and scope of transport statistical data	(a) Number of reliable statistical products available on the Internet (b) Use of data as measured by website downloads

Annex II

SUBPROGRAMME 2 - TRANSPORT
Proposed Strategic Framework for the period 2010-2011

Objective of the Organization: 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

Expected accomplishments	Indicators of achievement
(a) Strengthened legal and regulatory framework for international land transport covering road, rail, inland waterway and combined transport modes, as well as infrastructure and services, and border crossing facilitation, transport of dangerous goods, vehicle construction and other transport issues	(a) (i) Increased share of the legal instruments in force relative to the total number of agreed UNECE legal instruments on transport (56 major legal instruments)
	(ii) The number of new vehicle regulations and amendments
	(iii) The number of adopted amendments to United Nations Recommendations on the Transport of Dangerous Goods and the Globally Harmonized System for the Classification and Labelling of Chemicals
b) Improved law enforcement and increased implementation of the UNECE legal instruments and recommendations on transport	(b) (i) Increase in the number of Contracting parties to UNECE legal instruments on transport
	(ii) Number of implementation monitoring mechanisms in place as agreed by the member states
	(iii) The number of participants in regular meetings of the Working Parties and other bodies on transport managing legal instruments and recommendations, to which UNECE provides the secretariat

(c) Enhanced development of Pan-European and trans-continental transport infrastructure, in particular in Eastern and South-Eastern European countries, as well as in South-Caucasus and Central Asian countries

(c) (i) Increased coverage of the UNECE region by transport infrastructure agreements

(ii) Increased coverage of the UNECE region by regional and subregional transport investment plans including TEM, TER and Euro-Asian transport links

(iii) Increase in the number of participants trained through capacity building activities for the promotion of the development of transport infrastructure

(d) Enhanced trade and transport facilitation with special attention to landlocked transition economies and their transit neighbours

(d) Increase in the number of TIR Carnets issued

Strategy

1. The responsibility for the sub-programme is vested in the Transport Division. The subprogramme will focus on four broad functional areas: strengthened legal and regulatory framework for international land transport; improved law enforcement; development of Pan-European and trans-continental transport infrastructure; and enhanced trade and transport facilitation (TTF).
2. Strengthened legal and regulatory framework will include both new instruments and recommendations on transport issues as well as the updating and improvement of the 56 existing agreements and numerous regulations and recommendations. This will cover all modes of surface transport, i.e. road, rail, inland waterways, inter-modal; as well as in special areas of interest, like the vehicle construction, transport of dangerous goods etc. This will be achieved through consensus and agreement at UNECE intergovernmental meetings on transport, for which the Division provides the secretariat.
3. With regard to improved implementation and law enforcement steps will be taken to promote new accessions to UNECE legal instruments. Implementation will be promoted through improved monitoring of as many legal instruments as possible. To this end, the incorporation of certain UNECE legal instruments (e.g. vehicle regulations, transport of dangerous goods) in the EU *acquis* by the European Commission will continue to play an important role.
4. In support of the Pan-European and Euro-Asian economic integration emphasis will be placed on regional and sub-regional cooperation for the development of transport infrastructure. The Euro-Asian transport links will be promoted in cooperation with Economic and Social Commission for Asia and the Pacific. Other transport infrastructure investments in Eastern and South-Eastern Europe, as well as those to strengthen transport links between Europe and Africa, 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.
5. Cooperation and partnerships will be intensified with the European Union and other international organizations active in the field of transport like the International Transport Forum. Cooperation will continue with the World Health Organization and the other regional commissions in order to improve global road safety and law enforcement in response to General Assembly resolution 60/5. The public-private dialogue will be scaled up through closer cooperation with non-governmental organizations representing transport operators, relevant industries, transport users and consumers. Trade and Transport Facilitation and border crossing facilitation in particular, will be mainstreamed through the wide-spread use of the TIR, transit guarantee system and also through the implementation of the Harmonisation Convention. The special needs of land-locked transition economies and their transit neighbours will be considered.
6. New multi-sectoral projects will be embarked on while existing ones will be strengthened, inter alia with the Environment, Housing and Land Management Division and the World Health Organization-Europe in the framework of the Pan-European Programme on Transport, Health and Environment (PEP); with the UNECE Trade and Timber Division to better leverage the results achieved so far in trade and transport facilitation; with the Sustainable Energy Division to improve energy efficiency in transport and be more responsive to global warming concerns; and with the Economic Cooperation and Integration Division on PPPs in transport.
7. This strategy also applies to the Economic and Social Council Committee of Experts on the Transport of Dangerous Goods and the Globally Harmonized System for the Classification and Labelling of Chemicals and its subsidiary bodies, for which the Transport Division also provides the secretariat. It will be applied in the global context in close cooperation with, inter alia, IMO, ICAO and IAEA for transport activities, and with WHO, ILO, FAO, UNEP, UNITAR and OECD for the multi-sectoral GHS activities.