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EVALUATION AND ORGANIZATION OF FUTURE WORK

Performance planning for the evaluation of the 2010-2011 programme of work and approval of the strategic framework for the 2012-2013 biennium

Note by the secretariat

Summary

This document provides an overview of the planned performance assessments for the transport subprogramme for the 2010-2011 biennium. In addition, the Committee is presented with the subprogramme 2012-2013 strategic framework drawn up in the context of the United Nations programme budget preparations. In accordance with the United Nations Economic Commission for Europe (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 2009.

At its session in November 2009, the Bureau noted that the indicators of achievement for clusters of activities for the performance evaluation of the 2010-2011 biennium were mostly quantitative rather than qualitative in nature, and felt that these indicators should be reconsidered. In compliance with this decision of the Bureau, the secretariat circulated the document to the chairs of the Subsidiary Bodies of the Committee, seeking for their comments, before its submission to the Inland Transport Committee (ITC).

In accordance with the Bureau's decision, the comments received by the secretariat will be made available and brought to the attention of the Committee at its next session. The Committee is invited to review and agree on the proposed expected accomplishments and related indicators of achievement for each cluster of activities taking into account comments received by the chairs of the Subsidiary Bodies of the Committee.

MANDATE

1. In accordance with the decision of the Commission at its 2004 session, Sectoral Committees were requested to conduct biennial evaluations of their respective subprogrammes and to take into account the results of these evaluations in determining their work programmes (E/ECE/1416 para. 28 (c) and E/ECE/1415/Add.1).

2. In compliance with this decision, this document sets the framework for such evaluation to be performed in the context of the 2010-2011 biennium. According to the United Nations results-based management and results-based budgeting system, all subprogrammes, 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 2010-2011 strategic framework for the transport subprogramme was approved by the General Assembly (A/64/6 (Sect. 19)).

INTRODUCTION

3. 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 two years those responsible for a programme should report on their achievements, and be accountable for the results.

4. According to the United Nations results-based management system, programmes are assessed in terms of results achieved and not just outputs produced. This necessitates putting in place mechanisms to monitor and report on achievements and lessons learned which should lead to improved performance.

5. 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.

I. UNITED NATIONS-WIDE MANDATORY ASSESSMENT SYSTEM

6. 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.

7. Apart from the above assessments, subprogramme 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 2008-2009 biennium, a self-evaluation in the areas of the road transport and road traffic safety was planned.

II. UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE BIENNIAL PERFORMANCE EVALUATIONS 2010-2011

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 work of the Commission. 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 subprogramme objectives. The results of these evaluations should contribute to defining subprogramme 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 activities 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 activities for review and agreement by the Committee. In 2010, 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 subprogramme 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 subprogramme performance by UNECE Sectoral Committees", which is posted on the UNECE website at: <http://www.unece.org>.

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

III. UNITED NATIONS STRATEGIC FRAMEWORK 2012-2013

14. 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 did not meet during the last four months of 2009) before submission to the Executive Committee in November/December 2009 and to United Nations Headquarters in early 2010.

15. As outlined in Annex II, the 2012-2013 strategic framework for the subprogramme contains the following elements:

- (a) Subprogramme objective;
- (b) Expected accomplishments and indicators of achievement; and
- (c) Strategy to achieve the subprogramme expected accomplishments and objective.

16. 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 2010.

Annex I

**EXPECTED ACCOMPLISHMENTS AND INDICATORS OF ACHIEVEMENT FOR THE TRANSPORT SUBPROGRAMME,
PER CLUSTER OF ACTIVITIES, FOR THE PURPOSE OF 2010-2011 BIENNIAL PERFORMANCE EVALUATIONS**

Subprogramme: 02 - TRANSPORT

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
1. Strengthened legal and regulatory framework for international land transport covering road, rail, inland waterway and intermodal transport modes, as well as infrastructure and services, and border crossing facilitation, transport of dangerous goods, vehicle construction and other transport issues	1.(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) <i>Performance measures:</i> Baseline: 85 per cent Target 2010-2011: 84 per cent	1.1 Overall coordination	1.1 Successful holding of the annual meetings of the Inland Transport Committee (ITC) 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 <i>Performance measures:</i> Baseline 2009: 32+14 IGO/NGO, total 90 Target 2010-2011: 35+20 IGO/NGO, total 95
	1. (ii) Number of new vehicle regulations and amendments <i>Performance measures:</i> Baseline 2009: 130 amendments and regulations Target 2010-2011: 130 amendments and regulations	1.2 Harmonization of vehicle regulations	1.2 An improved and updated set of Vehicle Regulations and Rules, including global regulations	1.2 (a) Number of amendments to existing Vehicle Regulations and Rules <i>Performance measures:</i> Baseline 2009: 140 amendments Target 2010-2011: 130 amendments 1.2 (b) Number of new Vehicle Regulations adopted <i>Performance measures:</i> Baseline 2009: 2 regulations

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
	1 (iii) 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> Baseline 2009: 6 legal instruments Target 2010-2011: 6 legal instruments	1.3 Transport of Dangerous Goods (UNECE)	1.3 Adoption of amendments to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (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 the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement concerning the International Carriage	Target 2010-2011: 1 regulation 1.2 (c) Number of global technical regulations adopted <i>Performance measures:</i> Baseline 2009: 3 regulations Target 2010-2011: 2 regulations 1.3 (a) Amendments to ADR, RID and ADN adopted in 2009 and 2010 and entered into force by 1 January 2011 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2011, reflecting, inter alia, the 2009 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (16 th revised edition) <i>Performance measures:</i> Baseline 2009: 1 set of amendments to each legal instrument Target 2010-2011: 1 set of amendments to each legal instrument

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.4 Transport of Dangerous Goods (ECOSOC)	<p>of Dangerous Goods by Inland Waterways (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 United Nations Recommendations on the Transport of Dangerous Goods, and effective implementation through international and national legislation.</p> <p>1.4 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</p>	<p>1.3 (b) Publication of the consolidated 2011 revised editions of ADR and ADN before end 2010 <i>Performance measures:</i> Baseline 2009: 1 ADR, 1 ADN Target 2010-2011: 1 ADR, 1 ADN</p> <p>1.4 (a) Number of international legal instruments amended to reflect the 2009 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (16th revised edition); <i>Performance measures:</i> Baseline 2009: 6 Target: 2010-2011: 6</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
			<p>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>1.4 (b) Number of governments having adopted the requirements of the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations for regulating domestic inland transport; <i>Performance measures:</i> Baseline 2009: 38 Target: 2010-2011: 38</p> <p>1.4 (c) Amendments to 15th revised edition of the Model Regulations and 5th revised edition of the Manual of Tests and Criteria adopted in 2010 and reflected in 17th revised edition of the Model Regulations and amendments to the 5th revised edition of the Manual of Tests and Criteria before end 2011. <i>Performance measures:</i> Baseline 2009: 2 sets of amendments Target: 2010-2011: 2 sets of amendments</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.5 Globally Harmonized System for the Classification and Labelling of Chemical (GHS)	1.5 Development and review of the GHS, as necessary, to ensure its continued relevance and practical utility (including, when deemed appropriate, the development of additional guidance on its interpretation and use to support consistency of application) and monitoring the worldwide implementation of the GHS. The GHS should provide the basis for the harmonization of rules and regulations on chemicals at national, regional and worldwide level with the aim to enhance the protection of human health and the environment during the handling, transport, storage and use of chemicals.	<p>1.5 (a) Number of international legal instruments, codes, guidelines or standards that have been adopted or amended to reflect provisions of the GHS; <i>Performance measures:</i> Baseline 2009: 16 Target: 2010-2011: 16</p> <p>1.5 (b) Number of governments having reflected the provisions of the GHS or amendments thereto in their national regulatory systems applicable to the classification and labelling of chemicals in sectors other than transport; <i>Performance measures:</i> Baseline 2009: 41 Target: 2010-2011: 50</p> <p>1.5 (c) One set of amendments to the GHS adopted in 2010 demonstrating completion of activities expected to be completed by the end of 2010 in the 2009-2010 programme of work. <i>Performance measures:</i></p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.6 Rail transport	1.6 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	<p>Baseline 2009: 1 set of amendments Target: 2010-2011: 1 set of amendments</p> <p>1.6 (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 <i>Performance measures:</i> Baseline 2009: 27 Target: 2010-2011: 30</p> <p>1.6 (b) Number of amendments to the European Agreement on Main International Railway Lines (AGC) as well as updated and amended lines in its Annex I which the Working Party has put in effect. <i>Performance measures:</i> Baseline 2009: 0 Target: 2010-2011: 2</p> <p>1.6 (c) Number of thematic workshops/ seminars organized and number of participants</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.7 Transport of Perishable Foodstuffs	1.7 Enhanced and updated international requirements for the transport of perishable foodstuffs	<p><i>Performance measures:</i> Baseline 2009: 2 Target: 2010-2011: 2</p> <p>1.7 (a) Number of new amendments to the Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage (ATP) adopted by the Working Party on the Transport of Perishable Foodstuffs (WP.11)</p> <p><i>Performance measures:</i> Baseline 2009: 10 Target: 2010-2011: 10</p> <p>1.7 (b) Number of documents considered at sessions of WP.11 and number of documents of amendment proposals transmitted to the United Nations Treaty Section in New York</p> <p><i>Performance measures:</i> Baseline 2009: 32 + 3 Target: 2010-2011: 32 + 3</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.8 Transport Trends and Economics (including Euro-Asian transport links)	1.8 Better understanding by member States of the main transport trends and developments in the UNECE region and strengthened cooperation on the development of Euro-Asian transport links	1.8 (a) Number of countries participating in meetings and activities <i>Performance measures:</i> Baseline 2009: 51 Target: 2010-2011: 52 1.8 (b) Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted <i>Performance measures:</i> Baseline 2009: 83 per cent positive Target: 2010-2011: 85 per cent positive
		1.9 Intermodal Transport and Logistics	1.9 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	1.9 (a) Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24). <i>Performance measures:</i> Baseline 2009: 39 countries Target: 2010-2011: 35 countries

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.10 Customs Questions affecting Transport	<p>practices This includes infrastructure and border crossing questions as well as the monitoring and updating of relevant legal instruments (European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) Amendment and its Protocol).</p> <p>1.10 New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation</p>	<p>1.9 (b) Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol. <i>Performance measures:</i> Baseline 2009: 2 amendments Target 2010-2011: 2 amendments</p> <p>1.10 (a) Number of countries and participants in Working Party on Customs Questions affecting Transport (WP.30), TIR Administrative Committee (AC.2) and expert group meetings <i>Performance measures:</i> Baseline 2009: 475 countries and Contracting Parties, 1,300 participants Target 2010-2011: 300 countries, 900 participants</p> <p>1.10 (b) Number of new amendments adopted and/or</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.11 Inland Waterway Transport	1.11 An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region	<p>discussed, and number of new Contracting Parties</p> <p><i>Performance measures:</i> Baseline 2009: 7 amendments adopted and/or discussed, 15 new contracting parties Target 2010-2011: 3 amendments, 3 new contracting parties</p> <p>1.11 (a) Harmonization of technical requirements for inland vessels in the UNECE region under the framework of Resolution No. 61, “Recommendations on Harmonized Europe-wide Technical Requirements for Inland Navigation Vessels”</p> <p><i>Performance measures:</i> Baseline 2009: Adoption by the Working Party on Inland Water Transport of new Chapters 20 and 21. Target 2010-2011: Adoption of amendments to Resolution No.61 (in particular, Chapter 1, 2 and 15 and appendices) in the light of the latest amendments to</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		1.12 Transport, Health and Environment Pan-European	1.12 Exchange of experience, good practice and capacity building for the integration of	<p>the EU Directive 2006/87/EC laying down technical requirements for inland waterway vessels (hereafter, Directive 2006/87/EC)</p> <p>1.11 (b) Implementation of the fourth revision of the European Code for Inland Navigation (CEVNI) <i>Performance measures:</i> Baseline 2009: Latest revision of CEVNI Target: 2010-2011: collecting information on the national and regional provisions deviating from CEVNI, in accordance with the new Chapter 9 on "Regional and National Special Requirements"; monitoring the revision of the River Commissions' regulations in accordance with the new text of CEVNI</p> <p>1.12 (a) Number of countries and NGOs in meetings of THE PEP Steering Committee and relevant workshops undertaken</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
		programme (THE PEP)	transport, environment and health policies with special focus on Eastern European, Caucasus and Central Asia (EECCA) and South-Eastern Europe (SEE)	<p>in this framework</p> <p><i>Performance measures:</i> Baseline 2009: 89 Target: 2010-2011: 50</p> <p>1.12 (b) Efficient preparation and organization of THE PEP workshops and seminars</p> <p><i>Performance measures:</i> Baseline 2009: 2 Target: 2010-2011: 3</p> <p>1.12 (c) Demonstrated impact and effectiveness of THE PEP on national policy approaches towards integration of transport, environment and health as reflected in the number of uploaded documents onto THE PEP Clearing House</p> <p><i>Performance measures:</i> Baseline 2009: 92 Target: 2010-2011: 110</p>
		1.13 Transport Statistics	1.13 Improved availability and scope of transport statistical data	<p>1.13 (a) Number of reliable statistical products available on the Internet</p> <p><i>Performance measures:</i> Baseline 2009: partial statistical database online Target 2010-2011: complete</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
				<p>statistical database online</p> <p>1.13 (b) Use of data as measured by website downloads <i>Performance measures:</i> Baseline 2009: 77,500 downloads Target 2010-2011: 82,000 downloads</p>
2 Improved law enforcement and increased implementation of the UNECE legal instruments and recommendations on transport	<p>2 (i) Increased number of States parties to UNECE legal instruments on transport</p> <p><i>Performance measures:</i> Baseline 2009: 1,620 participations by States Target 2010-2011: 1,640 participations by States</p>	2.1 Road transport	2.1 Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)	<p>2.1 (a) Number of non-EU countries responding to the survey <i>Performance measures:</i> Baseline 2009: 7 Target: 2010-2011: 8</p> <p>2.1 (b) Number of problem areas identified and of proposals to address them <i>Performance measures:</i> Baseline 2009: 4 Target: 2010-2011: 4</p>
	<p>2 (ii) Number of implementation monitoring mechanisms in place as agreed by the member States</p> <p><i>Performance measures:</i></p>	2.2 Road Traffic Safety	2.2 Enhanced implementation of the Vienna Conventions on Road Traffic and Road Signs and Signals and European Agreements	<p>2.2 (a) Number of countries responding to the survey <i>Performance measures:</i> Baseline 2009: 11 countries Target 2010-2011: 13</p>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
	Baseline 2009: 4 mechanisms Target 2010-2011: 4 mechanisms		supplementing them	2.2 (b) Number of areas identified for evaluation <i>Performance measures:</i> Baseline 2009: 4 areas Target 2010-2011: 4 2.2 (c) Number of new Contracting Parties to the Conventions and European Agreements <i>Performance measures:</i> Baseline 2009: 3 Target 2010-2011: 3
		2.3 Transport of Perishable Foodstuffs	2.3 Enhanced and updated international requirements for the transport of perishable foodstuffs	2.3 (a) Total number of Contracting Parties to the Agreement on the International Carriage of Perishable Foodstuff and on the Special Equipment to be used for such Carriage (ATP) Agreement <i>Performance measures:</i> Baseline 2009: 45 Target: 2010-2011: 47
		2.4 Customs Questions affecting Transport	2.4 New accessions to and more effective implementation of international legal	2.4 (a) Number of surveys on the implementation of border crossing legal instruments <i>Performance measures:</i>

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
			instruments in the area of border crossing facilitation	Baseline 2009: 2 Target 2010-2011: 2
3. Enhanced national capacity for the development of Pan-European and transcontinental transport infrastructure, in particular in Eastern and South-Eastern European countries, as well as in South Caucasian and Central Asian countries	3 (i) Increased number of States parties to 4 key agreements leading to enhanced coverage of the UNECE region by transport infrastructure agreements <i>Performance measures:</i> Baseline 2009: 147 States parties Target 2010-2011: 155 States parties	3.1 Intermodal Transport and Logistics	3.1 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).	3.1 (a) Number of new Contracting Parties to the AGTC Agreement and its Protocol. <i>Performance measures:</i> Baseline 2009: 3 Contracting parties Target 2010-2011: 3
	3 (ii) Increased number of UNECE countries participating in subregional projects, leading to enhanced coverage of the UNECE region by regional and	3.2 Transport Trends and Economics - Euro-Asian transport links	3.2 Strengthened cooperation on the development of Euro-Asian transport links	3.2 (a) Progress made in the achievement of objectives of the Group of Experts (GE) on Euro-Asian transport links (EATL) <i>Performance measures:</i> Baseline 2009: GE on EATL established

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
	subregional transport investment plans <i>Performance measures:</i> Baseline 2009: 53 countries Target 2010-2011: 60 countries	3.3 TEM and TER projects	3.3 Increased number of UNECE countries participating in the TEM and TER projects	Target: 2010-2011: GE on EATL to continue its activities 3.2 (b) Number of ECE countries participating in the EATL project <i>Performance measures:</i> Baseline 2009: 18 countries Target 2010-2011: 21 countries 3.3 (a) Number of UNECE countries participating in TEM and TER projects <i>Performance measures:</i> Baseline 2009: 18 + 17 countries Target 2010-2011: 20 + 19 countries
4. Enhanced trade and transport facilitation with special attention to landlocked transition economies and their transit neighbours as a result of the extended implementation of the Customs	4 Increase in the number of TIR Carnets issued <i>Performance measures:</i> Baseline 2009: 6.2 million carnets issued Target 2010-2011: 6.3 million carnets issued	4.1 Customs Questions affecting Transport	4.1 New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation	4.1 (a) Increase in the number of TIR Carnets issued <i>Performance measures:</i> Baseline 2009: 6.2 million carnets issued Target 2010-2011: 6.3 million carnets issued

Strategic Framework 2010-2011		Cluster	Biennial Assessment 2010-2011	
Expected Accomplishments	Indicators of Achievement		Expected Accomplishments	Indicators of Achievement
Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention)				

Annex II

SUBPROGRAMME 2 - TRANSPORT
Proposed Strategic Framework for the period 2012-2013

Subprogramme 2 – Transport

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

(a) Strengthened legal and regulatory framework for international inland transport covering road, rail, inland waterway and inter-modal transport, including transport infrastructure, related services, and border crossing facilitation, transport of dangerous goods, vehicle construction and other transport issues

Indicators of achievement

(a) (i) Increased share of the legal instruments in force relative to the total number of agreed UNECE legal instruments on transport (57 legal instruments)

Performance measures:

Estimate 2010-11: 84 per cent

Target 2012-13: 86 per cent

(ii) Number of new vehicle regulations and amendments

Performance measures:

Estimate 2010-11: 134 amendments and regulations

Target 2012-13: 130 amendments and regulations

(iii) Number of international legal instruments amended to reflect the latest revised edition of the United Nations Recommendations on the Transport of Dangerous Goods

Performance measures:

Estimate 2010-11: 6 legal instruments

Target 2012-13: 6 legal instruments

(b) Greater geographical coverage and more effective implementation of the UNECE legal instruments and recommendations on transport

(b) (i) Increased number of States parties to UNECE legal instruments on transport

Performance measures:

Estimate 2010-11: 1,680 participations by States

Target 2012-13: 1,720 participations by States

(ii) Number of mechanisms in place for monitoring the implementation as agreed by member States

Performance measures:

Estimate 2010-11: 3 mechanisms

Target 2012-13: 5 mechanisms

(c) Enhanced national capacity for the development of the pan-European and transcontinental transport infrastructure, in particular in the countries of Eastern and South-Eastern Europe, Caucasus and Central Asia as well as for the introduction of transport facilitation measures, with special attention to landlocked transition economies and their neighbours

(c) (i) Increased number of States parties to four key agreements leading to enhanced coverage of the UNECE region by transport infrastructure agreements

Performance measures:

Estimate 2010-11: 119 States parties

Target 2012-13: 122 States parties

(ii) Increased number of UNECE countries participating in subregional projects leading to enhanced coverage of the UNECE region by regional and subregional transport investment plans

Performance measures:

Estimate 2010-11: 49 countries

Target 2012-13: 52 countries

(d) Strengthened capacity of countries of Eastern and South-Eastern Europe, Caucasus and Central Asia to implement relevant UNECE legal instruments, norms and standards

(d) (i) Percentage of participants who considered workshops, seminars and other capacity building activities as useful for their future work

Performance measures:

Estimate 2010-11: 65 per cent

Target 2012-13: 75 per cent

(ii) More countries having established road safety improvement targets

Performance measures:

Estimate 2010-2011: 28 countries

Target 2012-2013: 35 countries

Strategy

1. 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 inland 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, Caucasus and Central Asia.
2. The strengthened legal and regulatory framework 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, that is, road, rail, inland waterways 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 UNECE intergovernmental meetings on transport.
3. With regard to improved implementation and law enforcement, activities will be taken to promote new accessions to UNECE 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 UNECE 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.
4. The emphasis on regional and subregional cooperation for enhancing national capacity for the development of transport infrastructure will be placed to support the pan-European and Euro-Asian economic integration. Further development of Euro-Asian transport links will be promoted in cooperation with UNESCAP and member Governments. Strengthening of transport links between Europe and Africa, and Europe and 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 serviced through technical assistance and analytical work.
5. Special attention will be given to further strengthening national capacity of countries in Eastern and South-Eastern Europe, Caucasus and Central Asia to implement relevant UNECE 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.

6. Cooperation and partnerships will be intensified with the European Union and other international organizations active in the field of transport, such as the International Transport Forum. Cooperation will continue with the other regional commissions and with all partners in the United Nations Road Safety Collaboration (UNRSC) 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.

7. New multi-sectoral 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.

8. The Division also services 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.

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