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Inland Transport Committee

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Item 11 of the provisional agenda

Programme of work and biennial evaluation for 2014–2015 and Strategic framework for 2016–2017

Consideration and the approval of the UNECE Transport Subprogramme

Draft Strategic Framework for the period 2016–2017

Note by the secretariat

Summary

The Draft Strategic Framework including the expected accomplishments and the strategy have been prepared on the basis of the mandate of the Transport Subprogramme, the accomplishments achieved in the previous biennium and the United Nations guidelines for preparing the strategic biennial plans. The Strategic Framework must be reviewed by the Sectoral Committees, (or their Bureaux – in case of Committees not meeting during the last four months of 2013) before its submission to the Executive Committee in December 2013 and to United Nations Headquarters in early 2014. In line with this provision, the Bureau of the Inland Transport Committee, during its seventh meeting (Geneva, 28–29 November 2013), considered and provisionally adopted the Draft Strategic Framework of the UNECE Transport Subprogramme for the period 2016–2017.

The ITC is invited **to consider and adopt** the UNECE Transport Subprogramme Draft Strategic Framework (biennial programme plan) for the period 2016–2017.

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

Subprogramme 2 Transport

Objective of the Organization: To promote sustainable development of freight and personal mobility by inland transport modes, by improving traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector

Expected accomplishments of the secretariat	Indicators of achievement
(a) Strengthened legal and regulatory framework for international land (road, rail, inland waterway and intermodal transport) transport, transport infrastructure, border-crossing facilitation, transport of dangerous goods, vehicle construction and other transport-related services	<p>(a) (i) Increased share of legal instruments on transport in force administered by ECE relative to the total number of United Nations legal instruments on transport which are administered by ECE <i>Performance measures:</i> 2012–2013: 86 per cent Estimate 2014–2015: 87 per cent Target 2016–2017: 88 per cent</p> <p>(ii) Number of new vehicle regulations and amendments <i>Performance measures:</i> 2012–2013: 130 new regulations and amendments Estimate 2014–2015: 100 new regulations and amendments Target 2016–2017: 100 new regulations and amendments</p> <p>(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> 2012–2013: 6 legal instruments amended Estimate 2014–2015: 6 legal instruments amended Target 2016–2017: 6 legal instruments amended</p> <p>(b) (i) Increased number of Contracting Parties to United Nations legal instruments on transport administered by ECE <i>Performance measures:</i> 2012–2013: 1,690 Contracting Parties</p>

	Estimate 2014–2015: 1,700 Contracting Parties Target 2016–2017: 1,710 Contracting Parties
(b) Greater geographical coverage and more effective implementation of ECE legal instruments and recommendations on transport	(ii) Number of mechanisms in place for monitoring the implementation as agreed by member States <i>Performance measures</i> 2012–2013: 7 monitoring mechanisms Estimate 2014–2015: 7 monitoring mechanisms Target 2016–2017: 8 monitoring mechanisms
	(c) (i) Increased number of Contracting Parties to four key transport infrastructure agreements <i>Performance measures:</i> 2012–2013: 114 Contracting Parties Estimate 2014–2015: 115 Contracting Parties Target 2016–2017: 116 Contracting Parties
(c) Enhanced capacity in ECE member States, particularly in landlocked developing countries, for the development of the pan-European and transcontinental transport infrastructure and transport facilitation measures	(ii) Increased number of United Nations Member States participating in ECE subregional transport infrastructure projects <i>Performance measures:</i> 2012–2013: 52 UN Member States Estimate 2014–2015: 53 UN Member States Target 2016–2017: 55 UN Member States
	(d) (i) Number of capacity-building activities on transport <i>Performance measures:</i> 2012–2013: 27 Estimate 2014–2015: 29 Target 2016–2017: 29
(d) Strengthened capacity to implement relevant ECE legal instruments, norms and standards, in particular, in the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia	(ii) Increased number of ECE member States having established road safety improvement targets <i>Performance measures:</i> 2012–2013: 30 ECE member States Estimate 2014–2015: 37 ECE member States Target 2016–2017: 40 ECE member States

II. Strategy

2. The responsibility for the subprogramme is vested in the Transport Division. The subprogramme focuses on four broad functional areas:

(a) Further development of legal and regulatory framework for inland transport at international, national and local levels through new instruments and the updating of 58 legal instruments that cover all modes of inland transport, vehicle regulations and the transport of dangerous goods. The subprogramme will actively collaborate with member Governments and other stakeholders, build consensus at relevant Administrative Committee meetings of conventions and agreements and other intergovernmental meetings on transport, in particular the ECOSOC Committee of Experts on the Transport of Dangerous Goods and Globally Harmonized System of Classification and Labelling of Chemicals, the UNECE Inland Transport Committee, 17 Working Parties and other subsidiary bodies.

(b) Broad use and improved implementation capacity of the existing legal and regulatory framework, through intensive efforts to promote new accessions to the United Nations legal instruments administered by ECE and strengthened implementation of monitoring mechanisms. In line with the UN Decade of Action for Road Safety, special focus is on UN Road Safety Legal Instruments. The incorporation of certain United Nations legal instruments in the European Union Community *acquis* will continue to play an important role.

(c) Strengthening of national capacity for the development of pan-European and transcontinental transport infrastructure, including transport and border crossing facilitation. Emphasis will be placed on regional and subregional cooperation activities. The Trans-European Motorways and the Trans-European Railways projects will build on their Master Plans and on specific high-value projects. The development of Euro-Asian Transport Links will be promoted in cooperation with the participating member States, the UNESCAP, other international organizations and various private sector stakeholders. Strengthening of transport links between Europe and Africa and between Europe and the Middle East, including the Mediterranean region, will be promoted in cooperation with the relevant stakeholders. Transport facilitation will focus on transit and border-crossing facilitation, inter alia through measurement of border-crossing performance and the promotion of electronic communications. The special needs of landlocked transition economies will be addressed through technical assistance and analytical work in compliance with the General Assembly resolutions on the Almaty Programme of Action.

(d) Capacity-building: Special attention will be given to further strengthening the national capacity of countries, assess the environmental performance of their transport sector using the ForFITS (For Future Inland Transport System) tool, as well as the ways in which the transport and logistics sector contribute to national competitiveness.

3. To achieve the goals in the above four functional areas, the subprogramme will:

- Act as Custodian for legal instruments;
- Undertake analytical activities;
- Effectively follow-up the transport related outcome of the Rio+20 Conference and contribute to the post-2015 development agenda;
- Strengthen cooperation and partnerships with regional economic organizations, as well as other international organizations relevant for transport;

- Work on multisectoral projects, with particular focus on promoting sustainable development of transport, and specifically on joint servicing of the Pan-European Program on Transport, Health and Environment.

4. The Division will continue to service the UNECE Inland Transport Committee and the Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System for the Classification and Labelling of Chemicals.

III. External factors

5. 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, the UN legal instruments in the transport sector, (c) governments and parliaments decide to establish, implement and enforce related international legislation, (d) a stable political climate and cooperation exists between member countries and regional organizations in support of the extension of transport infrastructure and networks, and the facilitation of border crossings, (e) there is political will at the national and subnational levels in the member States to set road safety improvement targets, to implement transport policy measures and set relevant targets for sustainable (economic, social and environmental) development, (f) there is adequate national funding to implement the legal instruments, as well as the road safety improvement measures and the projects and programmes for sustainable development of the transport sector, and (g) there is adequate voluntary funding available for enhanced analytical work and capacity-building.

IV. Legislative mandates

Subprogramme 2 Transport

A. General Assembly resolutions

1. Sustainable Transport

66/288 Outcome document of the United Nations Conference on Sustainable Development, entitled “The future we want”: Framework for action and follow-up; Thematic areas and cross-sectoral issues; Sustainable Transport (paras. 132 and 133)

2. Road safety

58/9 Global road safety crisis
64/255 Improving global road safety
66/260 Improving global road safety

3. Landlocked developing countries

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
- 67/222 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

4. Cooperation with other intergovernmental institutions

- 67/13 Cooperation between the United Nations and the Black Sea Economic Cooperation Organization

B. Economic and Social Council resolutions

- 1999/65 Reconfiguration of the Committee of Experts on the Transport of Dangerous Goods into a Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals
- 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
- 2013/7 Resolution Europe-Africa fixed link through the Strait of Gibraltar
- 2013/1 Outcome of the review of the 2005 Reform of the Economic Commission for Europe
- 2013/25 Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

C. Economic Commission for Europe decisions

- 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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