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INLAND TRANSPORT COMMITTEE

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**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. 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 answerable for the results.
2. According to the United Nations results-based management system, 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.

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	<p>(a) Number of Member States participating in the ITC meetings</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 30 + 12 IGOs/NGOs, total 81 Target: 2008-2009: 32 + 14 IGOs/NGOs, total 90</p> <p>(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</p> <p><i>Performance measures:</i> Estimate: 2006-2007: N/A Target: 2008-2009: High</p> <p>(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</p> <p><i>Performance measures:</i> Estimate: 2006-2007: N/A Target: 2008-2009: High</p>
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	<p>(a) Number of countries participating in meetings and activities</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 40 Target: 2008-2009: 42</p> <p>(b) Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted</p> <p><i>Performance measures:</i> Estimate: 2006-2007: N.A. Target: 2008-2009: 75% of positive evaluations</p> <p>(c) Progress made in the establishment of a mechanism for cooperation for development of Euro-Asian transport links</p> <p><i>Performance measures:</i> Estimate: 2006-2007: N.A. Target: 2008-2009: EATL GE to be established</p>
Road Transport	Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)	<p>(a) Number of non-EU countries responding to the survey</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 2 Target: 2008-2009: 6</p> <p>(b) Number of problem areas identified and of proposals to address them</p> <p><i>Performance measures:</i> Estimate: 2006-2007: analysis in progress (survey launched in June 2007) Target: 2008-2009: 3-4</p>

Cluster	Expected accomplishments	Indicators of achievement
Road Traffic Safety	Enhanced implementation of the Vienna Conventions on Road Traffic and Road Signs and Signals and European Agreements supplementing them	<p>(a) Number of countries responding to the survey <i>Performance measures:</i> Estimate: 2006-2007: 8 Target: 2008-2009: 10</p> <p>(b) Number of areas identified for evaluation <i>Performance measures:</i> Estimate: 2006-2007: analysis in progress (survey launched in July 2007) Target: 2008-2009: 4</p> <p>(c) Number of new Contracting Parties to the Conventions and European Agreements <i>Performance measures:</i> Estimate: 2006-2007: 10 Target: 2008-2009: 8</p>
Harmonization of Vehicle Regulations	An improved and updated set of Vehicle Regulations and Rules, including global regulations	<p>(a) Number of amendments to existing Vehicle Regulations and Rules <i>Performance measures:</i> Estimate: 2006-2007: 183 Target: 2008-2009: 140</p> <p>(b) Number of new Vehicle Regulations adopted <i>Performance measures:</i> Estimate: 2006-2007: 4 Target: 2008-2009: 2</p> <p>Number of global technical regulations adopted <i>Performance measures:</i> Estimate: 2006-2007: 3 Target: 2008-2009: 3</p>
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	<p>(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> Estimate: 2006-2007: 40 Target: 2008-2009: 42</p> <p>(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. <i>Performance measures:</i> Estimate: 2006-2007: 2 Target: 2008-2009: 2</p> <p>(c) Number of thematic workshops/seminars organized and number of participants <i>Performance measures:</i> Estimate: 2006-2007: 2 Target: 2008-2009: 2</p>

Cluster	Expected accomplishments	Indicators of achievement
Inland Waterway Transport	An improved and updated regulatory framework for inland water transport infrastructure and vessels in the ECE region	<p>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.</p> <p><i>Performance measures:</i> Estimate: 2006-2007: Chapters 20 and 21 on Specific requirements for sea-going vessels and for recreational craft are currently left void in the annex to resolution No. 61. Target: 2008-2009: Adoption by the Working Party on Inland Water Transport of new Chapters 20 and 21.</p> <p>Adoption of a White Paper on Trends In and Development of Inland Navigation in the region</p> <p><i>Performance measures:</i> Estimate: 2006-2007: Last edition of the White Paper was published in 1996. Target: 2008-2009: Publication of the new White Paper elaborated in close cooperation with member States, River commissions and European Commission.</p>
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).	<p>(a) Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24).</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 34.5 Target: 2008-2009: 35</p> <p>(b) Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol.</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 1 Target: 2008-2009: 1</p> <p>(c) Number of new Contracting Parties to the AGTC Agreement and its Protocol.</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 4 Target: 2008-2009: 5</p>
Customs Questions affecting Transport	New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation	<p>(a) Number of countries and participants in WP.30, AC.2 and expert group meetings</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 450 countries and contracting parties, 1250 participants Target: 2008-2009: 475 countries and contracting parties, 1300 participants</p> <p>(b) Level of satisfaction as reflected in surveys</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 2 Target: 2008-2009: 2</p> <p>(c) Number of new amendments adopted and/or discussed, and number of new Contracting Parties</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 7 amendments adopted and/or discussed, 12 new contracting parties Target: 2008-2009: amendments adopted and/or discussed, 15 new contracting parties.</p>

Cluster	Expected accomplishments	Indicators of achievement
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)	<p>(a) Number of countries and NGOs in meetings of THE PEP Steering Committee and relevant workshops undertaken in this framework</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 26 Target: 2008-2009: 30</p> <p>(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</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 0 Target: 2008-2009: 30</p> <p>(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> Estimate: 2006-2007: 150 Target: 2008-2009: 180</p>
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.	<p>(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 (15th revised edition)</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 1 set of amendments to each legal instrument Target: 2008-2009: 1 set of amendments to each legal instrument</p> <p>(b) Publication of the consolidated 2009 revised editions of ADR and ADN before end 2008</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 1 ADR, 1 ADN Target: 2008-2009: 1 ADR, 1 ADN</p> <p>(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</p>

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.

Cluster	Expected accomplishments	Indicators of achievement
		<p>selection thereof.</p> <p><i>Performance measures:</i>[still to be determined – questionnaire underway] Estimate: 2006-2007: [still to be determined if questionnaire shows that information can be collected from MS] Target: 2008-2009: Olivier</p>
Transport of Dangerous Goods (ECOSOC)	<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 requirement 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>(a) Number of international legal instruments amended to reflect the 2007 UN Recommendations on the Transport of Dangerous Goods, Model Regulations (15th revised edition);</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 6 Target: 2008-2009: 6</p> <p>(b) Number of governments having adopted the requirements of the latest revised edition of the UN Recommendations on the Transport of Dangerous Goods, Model Regulations for regulating domestic inland transport;</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 30 Target: 2008-2009: 35</p> <p>(c) Amendments to 15th revised edition of the Model Regulations and 4th revised edition of the Manual of Tests and Criteria adopted in 2008 and reflected in 16th revised edition of the Model Regulations and 5th revised edition of the Manual of Tests and Criteria before end 2009.</p> <p><i>Performance measures:</i> Estimate: 2006-2007: as described, but for previous versions Target: 2008-2009: as described,</p>
Globally Harmonized System for the Classification and Labelling of Chemical (GHS)	<p>Development and review of the Globally Harmonized System of Classification and Labelling of Chemicals (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>	<p>(a) Number of international legal instruments, codes, guidelines or standards that have been adopted or amended to reflect the provisions of the GHS;</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 6 Target: 2008-2009: 9</p> <p>(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;</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 2 Target: 2008-2009: 10</p> <p>(c) One set of amendments to the GHS adopted in 2008 demonstrating completion of activities expected to be completed by the end of 2008 in the 2007-2008 programme of work (ST/SG/AC.10/C.4/24, annex 2, items 2(c)(ii), 2(c)(iii), 2(c)(iv)).</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 1 set of amendments Target: 2008-2009: 1 set of amendments</p>

Cluster	Expected accomplishments	Indicators of achievement
Transport of Perishable Foodstuffs	Enhanced and updated international requirements for the transport of perishable foodstuffs	<p>(a) Number of new amendments to the ATP adopted by the WP.11</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 7 Target: 2008-2009: 10</p> <p>(b) Total number of Contracting Parties to the ATP Agreement</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 44 Target: 2008-2009: 46</p> <p>(c) Number of documents considered at each sessions of WP.11 and number of documents of amendment proposals transmitted to the UN Treaty Section in New York</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 30 + 2 Target: 2008-2009: 32 + 3</p>
Transport Statistics	Improved availability and scope of transport statistical data	<p>(a) Number of reliable statistical products available on the Internet</p> <p><i>Performance measures:</i> Estimate: 2006-2007: Statistical tables in Excel or pdf, some data cubes by the end of 2007 Target: 2008-2009: Complete statistical database online</p> <p>(b) Use of data as measured by website downloads</p> <p><i>Performance measures:</i> Estimate: 2006-2007: 62000 downloads Target: 2008-2009: 70000 downloads</p>

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

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 inter-modal 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 ECE legal instruments on transport (56 major legal instruments) <i>Performance measures</i> Baseline 2008-09: 85 per cent Target 2010-11: 87 per cent
	(ii) The number of new vehicle regulations and amendments <i>Performance measures</i> Baseline 2008-09: 130 amendments and regulations Target 2010-11: 130 amendments and 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> Baseline 2008-09: 6 legal instruments Target 2010-11: 6 legal instruments
(b) Improved law enforcement and increased implementation of the ECE legal instruments and recommendations on transport	(b) (i) Increase in the number of Contracting parties to ECE legal instruments on transport <i>Performance measures</i> Baseline 2008-09: 1,620 Parties Target 2010-11: 1,640 Parties
	(ii) Number of implementation monitoring mechanisms in place as agreed by the member States

Performance measures

Baseline 2008-09: 5 mechanisms

Target 2010-11: 8 mechanisms

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

(c) (i) Increased coverage of the ECE region by transport infrastructure agreements as indicated by the number of Contracting parties to 4 key agreements

Performance measures

Baseline 2008-09: 113 Parties

Target 2010-11: 119 Parties

(ii) Increased coverage of the ECE region by regional and subregional transport investment plans as indicated by the number of ECE countries participating in subregional projects

Performance measures

Baseline 2008-09: 45 countries

Target 2010-11: 49 countries

(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

Performance measures

Baseline 2008-09: 5.9 million carnets

Target 2010-11: 6 million carnets

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; support to the 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 ECE intergovernmental meetings on transport.

3. With regard to improved implementation and law enforcement, steps will be taken to promote new accessions to ECE legal instruments. Implementation will be promoted through improved monitoring of as many legal instruments as possible. To this end, the incorporation of certain ECE legal instruments (e.g. vehicle regulations, transport of dangerous goods) in the EU *acquis communautaire* 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 ESCAP. 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 ECA and ESCWA.

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, inter alia, through the widespread 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; with the ECE 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. The Division services the ECOSOC 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.
