



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/2010/6
15 December 2009

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Seventy-second session
Geneva, 23-25 February 2010
Item 11 of the provisional agenda

EVALUATION AND ORGANIZATION OF FUTURE WORK

Biennial evaluation for the 2008-2009 biennium

Note by the secretariat

Summary

At its November 2007 meeting, the Bureau reviewed and agreed on the expected accomplishments and related indicators of achievement proposed for each cluster of activities for the period 2008-2009. At the subsequent session in February 2008, the Committee approved the same expected accomplishments and related indicators of achievement for each cluster of activities. In line with the decision of the Commission requesting each Sectoral Committee to conduct biennial evaluations, these were submitted to the Executive Committee and approved. At its November 2009 session, the Bureau considered the report of the Committee's Subsidiary Bodies containing the evaluation of the accomplishments, related indicators of achievement and methodologies set out at the beginning of the 2008-2009 biennium for each cluster of activities, approved by the respective Working Parties. The Bureau recommended that the Committee should approve the 2008-2009 evaluation.

MANDATE

1. In accordance with the decision of the Commission at its session in 2004, Sectoral Committees were requested to conduct biennial performance evaluations of their respective sub-programmes 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, the document contains the evaluation of the expected accomplishments and related indicators of achievement for each cluster of activities of the transport subprogramme as adopted at the beginning of the 2008-2009 biennium. The 2008-2009 strategic framework for the transport subprogramme was approved by the General Assembly (A/62/6 (Sect. 19)).

INTRODUCTION

3. The United Nations Economic Commission for Europe (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.
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.

I. UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE BIENNIAL PERFORMANCE EVALUATIONS 2008-2009

5. 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.
6. 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.
7. 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.
8. 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.

9. The Committee agreed on the expected accomplishments and indicators of achievement for each cluster of activities at its February 2008 session. Clusters of activities of the transport subprogramme, their accomplishments and estimated indicators for achievement for 2008-2009 are presented in the Annex.

Annex

**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 (ITC) 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> Target: 32 + 14IGOs/NGOs, total 90 Actual performance: 2008-2009: 122</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> Target: High Actual performance: 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> Target: High Actual performance 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 UNECE 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> Target: 42 countries Actual performance: 2008-2009: 51 countries</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> Target: 75 per cent positive evaluations Actual performance: 2008-2009: 83 per cent positive evaluations</p>

Cluster	Expected accomplishments	Indicators of achievement
		<p>(c) Progress made in the establishment of a mechanism for cooperation for development of Euro-Asian Transport Links (EATL)</p> <p><i>Performance measures:</i> Target: EATL GE to be established Actual performance: 2008-2009: EATL GE 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> Target: 6 countries Actual performance: 2008-2009: 7 countries</p> <p>(b) Number of problem areas identified and of proposals to address them</p> <p><i>Performance measures:</i> Target: 3-4 areas Actual performance: 2008-2009: 5 areas</p>
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</p> <p><i>Performance measures:</i> Target: 10 countries Actual performance 2008-2009: 11 countries</p> <p>(b) Number of areas identified for evaluation</p> <p><i>Performance measures:</i> Target: 4 areas Actual performance 2008-2009: 4 areas</p> <p>(c) Number of new Contracting Parties to the Conventions and European Agreements</p> <p><i>Performance measures:</i> Target: 8 Parties Actual performance: 2008-2009: 3 parties</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</p> <p><i>Performance measures:</i> Target: 140 amendments Actual performance: 2008-2009: 199 amendments</p>

Cluster	Expected accomplishments	Indicators of achievement
		<p>(b) Number of new Vehicle Regulations adopted</p> <p>Performance measures: Target: 2 regulations Actual performance 2008-2009: 6 regulations</p> <p>(c) Number of global technical regulations adopted</p> <p>Performance measures: Target: 3 regulations Actual performance 2008-2009: 6</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, international governmental organizations (IGOs) and non-governmental organizations (NGOs) participating in the annual meeting of the Working Party on Rail Transport and level of satisfaction as expressed in surveys</p> <p><i>Performance measures:</i> Target: 42 Actual performance 2008-2009: 30</p> <p>(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.</p> <p><i>Performance measures:</i> Target: 2 amendments Actual performance 2008-2009: no amendments</p> <p>(c) Number of thematic workshops/seminars organized and number of participants</p> <p><i>Performance measures:</i> Target: 2 workshops/seminars Actual performance 2008-2009: 2 workshops</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 UNECE 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> Target: Adoption by the Working Party on Inland Water Transport of new Chapters 20 and 21. Actual performance 2008-2009: The Working Party adopted new chapters 20 and 21 on special requirements for sea-going vessels and recreational vessels at its fifty-second session in October 2008 (ECE/TRANS/SC.3/181, para. 29)</p> <p>b) Adoption of a White Paper on Trends In and Development of Inland Navigation in the region</p> <p><i>Performance measures:</i> Target: Publication of the new White Paper elaborated in close cooperation with member States, River commissions and European Commission Actual performance 2008-2009: The Working Party adopted a detailed outline of the White Paper on Efficient and Sustainable Inland Water Transport in Europe at its fifty-third session in November 2009 (ECE/TRANS/SC.3/183, para.21). The final White Paper will be published in 2010 after consultations with the European Commission, River Commissions and other competent international bodies.</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	<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> Target: 35 countries Actual performance 2008-2009: 39</p>

Cluster	Expected accomplishments	Indicators of achievement
	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>(b) Number of amendments as well as updated and amended lines in the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and its Protocol.</p> <p><i>Performance measures:</i> Target: 1 amendment Actual performance 2008-2009: 1</p> <p>(c) Number of new Contracting Parties to the AGTC Agreement and its Protocol.</p> <p><i>Performance measures:</i> Target: 5 Contracting parties Actual performance 2008-2009: 2</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 the Working Party on Customs Questions affecting Transport (WP.30) and the Administrative Committee for the TIR Convention (AC.2) and expert group meetings</p> <p><i>Performance measures:</i> Target: 475 countries and Contracting Parties, 1,300 participants Actual performance 2008-2009: 368 countries, 900 participants</p> <p>(b) Level of satisfaction as reflected in surveys</p> <p><i>Performance measures:</i> Target: 2 surveys Actual performance: 2008-2009: 2 surveys (including one ongoing)</p> <p>(c) Number of new amendments adopted and/or discussed, and number of new Contracting Parties</p> <p><i>Performance measures:</i> Target: 7 amendments adopted and/or discussed, 15 new contracting parties Actual performance 2008-2009: 7 amendments, 8 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> Target: 2008-2009: 30 countries Actual performance 2008-2009: 89</p> <p>(b) Efficient preparation (review and assessment of THE PEP 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> Target: 1 declaration Actual performance: 1 declaration</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> Target: 180 documents Actual performance: 92</p>
Transport of Dangerous Goods (UNECE)	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 RID and ADN respectively, intended to maintain the necessary level of safety, security and protection of the environment in a	(a) Amendments to ADR, the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (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 European Economic Area (EEA) countries by 1 July 2009, reflecting, inter alia, the 2007 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (15 th revised edition)

Cluster	Expected accomplishments	Indicators of achievement
	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><i>Performance measures:</i> Target: 1 set of amendments to each legal instrument Actual performance 2008-2009: 1 set of amendments to ADR and RID and 1 set of amendment to ADN</p> <p>(b) Publication of the consolidated 2009 revised editions of ADR and ADN before end 2008</p> <p><i>Performance measures:</i> Target: 1 ADR, 1 ADN Actual performance 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 selection thereof.</p> <p><i>Performance measures:</i>[still to be determined – questionnaire underway] Target: Actual performance 2008-2009: Suitability of this indicator not yet confirmed due to difficulty to collect detailed information, see conclusions of the Working Party on the Transport of Dangerous Goods (WP.15) in paragraphs 63-64 of ECE/TRANS/WP.15/203 and results of survey.]</p>
Transport of Dangerous Goods (ECOSOC)	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	(a) Number of international legal instruments amended to reflect the 2007 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (15th revised edition);

Cluster	Expected accomplishments	Indicators of achievement
	<p>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><i>Performance measures:</i> Target: 6 international legal instruments Actual performance 2008-2009: 6 (ADR 2009, ADN 2009, RID 2009, International Civil Aviation Organization (ICAO) Technical Instructions 2009-2010 Edition, International Maritime Dangerous Goods (IMDG) Code 2008 Edition, EU Directive 2008/68/EC)</p> <p>(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;</p> <p><i>Performance measures:</i> Target: 35 governments Actual performance 2008-2009: At least 38 (all 27 EU member countries as well as candidate countries Croatia, Turkey and the former Yugoslav Republic of Macedonia; all 3 EEA countries, Switzerland, USA, Canada, Australia, New Zealand).</p> <p>For previous editions: 13th revised edition: The Andean Community (Bolivia Plurinational State of, Colombia, Ecuador and Peru) have developed draft regulations based on the 13th revised edition of the Model Regulations, which are still under consideration.</p> <p>12th revised edition: adopted as a national standard in Malaysia; implemented through national legislation in Brazil and Thailand;</p> <p>The Common Market of the South (MERCOSUR) countries (Argentina, Brazil, Paraguay and Uruguay are applying an agreement on the inland transportation of dangerous goods (Acuerdo sobre Transporte de Mercancías Peligrosas en el MERCOSUR) based on the 7th revised edition of the Model Regulations, which is being updated on the basis of the 12th revised edition.</p>

Cluster	Expected accomplishments	Indicators of achievement
		<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> Target: 2 sets of amendments Actual performance 2008-2009: 2 sets of amendments (ST/SG/AC.10/36, Add.1 and 2)</p>
Globally Harmonized System for the Classification and Labelling of Chemical (GHS)	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>(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> Target: 9 international legal instruments Actual performance 2008-2009: 16 (including 11 EU directives)</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> Target: 10 governments Actual performance 2008-2009: At least 41 (all 27 EU member countries; all 3 EEA countries; Australia, China; Japan; Malaysia; Mauritius; New Zealand; Republic of Korea; Russian Federation; Singapore; Switzerland; Uruguay)</p>

Cluster	Expected accomplishments	Indicators of achievement
		<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> Target: 1 set of amendments Actual performance 2008-2009: 1 set of amendments (ST/SG/AC.10/36/Add.3)</p>
