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Inland Transport Committee

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Item 14 of the provisional agenda

Programme of work and biennial evaluation 2012–2013 and Strategic framework for 2014–2015

Consideration and the approval of the UNECE Transport Subprogramme

Draft Strategic Framework for the period 2014–2015

Note by the secretariat

I. Introduction

1. 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 has to be reviewed by the Sectoral Committees, (or their Bureaux – in case of Committees not having met during the last four months of 2011) before its submission to the Executive Committee in December 2011 and to United Nations Headquarters in early 2012. The Bureau **is invited to consider and adopt** the UNECE Transport Subprogramme Draft Strategic Framework (biennial programme plan) for the period 2014–2015.

II. Proposed Strategic Framework for the period 2014–2015

Subprogramme 2 – Transport

Objective of the Organization: To facilitate the international movement of goods and mobility of persons by inland transport modes and improve traffic safety, environmental performance, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development

<i>Expected accomplishments of the secretariat</i>	<i>Indicators of achievement</i>
(a) Strengthened legal and regulatory framework for international land transport (road, rail, inland waterway and intermodal transport), including transport infrastructure, border crossing facilitation, transport of dangerous goods, vehicle construction and other transport related services.	<p>(a) (i) Increased share of the legal instruments, which are administered by ECE, in force relative to the total number UN legal instruments on transport which are administered by ECE</p> <p><i>Performance measures</i> 2010–2011: 85 per cent Estimate 2012–2013: 86 per cent Target 2014–2015: 89 per cent</p> <p>(ii) The number of new vehicle regulations and amendments</p> <p><i>Performance measures</i> 2010–2011: 140 amendments and new regulations Estimate 2012–2013: 130 amendments and new regulations Target 2014–2015: 70 amendments and new regulations</p> <p>(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</p> <p><i>Performance measures</i> 2010–2011: 6 legal instruments Estimate 2012–2013: 6 legal instruments Target 2014–2015: 6 legal instruments</p>
(b) Greater geographical coverage and more effective implementation of the ECE legal instruments and recommendations on transport	<p>(b) (i) Increased number of Contracting Parties to UN legal instruments on transport administered by UNECE</p> <p><i>Performance measures</i> 2010–2011: 1,680 participations by States Estimate 2012–2013: 1,720 participations by states Target 2014–2015: 1,760 participations by states</p> <p>(ii) Increased number of mechanisms in place for monitoring the implementation as agreed by member States</p> <p><i>Performance measures</i> 2010–2011: 3 mechanisms Estimate 2012–2013: 5 mechanisms Target 2014–2015: 3 mechanisms</p>

Objective of the Organization: To facilitate the international movement of goods and mobility of persons by inland transport modes and improve traffic safety, environmental performance, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development

<i>Expected accomplishments of the secretariat</i>	<i>Indicators of achievement</i>
(c) Enhanced national capacity in the countries of Eastern and South-Eastern Europe, as well as in the countries of the Caucasus and Central Asia for the development of the pan-European and transcontinental transport infrastructure and for the introduction of transport facilitation measures, with special attention to landlocked developing economies and their neighbours.	(c) (i) Increased number of Contracting parties to four key transport infrastructure agreements leading to enhanced coverage of the ECE region <i>Performance measures</i> 2010–2011: 119 States parties Estimate 2012–2013: 122 States parties Target 2014–2015: 123 State parties (ii) Increased number of ECE countries participating in subregional projects leading to enhanced coverage of the ECE region by regional and subregional transport investment plans <i>Performance measures</i> 2010–2011: 49 countries Estimate 2012–2013: 52 countries Target 2014–2015: 52 countries
(d) Strengthened capacity of the countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia to implement relevant ECE legal instruments, norms and standards	(d) (i) Percentage of participants who rated workshops, seminars and other capacity-building activities as useful for their future work <i>Performance measures</i> 2010–2011: 65 per cent Estimate 2012–2013: 75 per cent Target 2014–2015: 80 per cent (ii) Increased number of countries having established road safety improvement targets <i>Performance measures</i> 2010–2011: 28 countries Estimate 2012–2013: 35 countries Target 2014–2015: 37 countries

III. Strategy

2. The responsibility for the subprogramme is vested in the Transport Division. The subprogramme will focus on four broad functional areas: further development of legal and regulatory framework for international land transport; improved implementation of the existing legal and regulatory framework; strengthening of the 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, the Caucasus and Central Asia.

3. Further development of the legal and regulatory framework for international land transport will be achieved through new instruments and recommendations on various transport areas as well as through the updating and improvement of the 58 existing agreements, regulations and recommendations. This will cover all modes of inland transport (road, rail, inland waterway and intermodal), as well as areas of special interest, for example, vehicle regulations and transport of dangerous goods. This will be achieved through active collaboration with member Governments and other stakeholders, consensus building and reaching agreements at relevant ECE intergovernmental meetings on transport as well as through the work of administrative committees of conventions and agreements.

4. The secretariat will intensify activities to promote new accessions to the UN legal instruments administered by UNECE. Their implementation will be promoted and surveyed through improved monitoring mechanisms. To this end, the incorporation of certain UN 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.
5. To promote pan-European and Euro-Asian economic integration, emphasis will be placed on regional and subregional cooperation activities, particularly in support to the development of transport infrastructure. Development of Euro-Asian Transport Links will be promoted in cooperation with UNESCAP, other international organizations and member States. Strengthening of transport links between Europe and Africa, and between Europe and the Middle East, including across the Mediterranean, will be promoted in cooperation with the Economic Commission for Africa and the Economic and Social Commission for Western Asia. 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 addressed through technical assistance and analytical work.
6. Advisory missions, seminars and workshops will give special attention to further strengthening national capacity of countries in Eastern and South-Eastern Europe, the Caucasus and Central Asia to implement relevant ECE legal instruments, norms and standards through advisory missions, seminars and workshops. Capacity-building activities will be organized in cooperation with interested Governments requesting such assistance and with the assistance of international experts and the staff of the Division.
7. Cooperation and partnerships will be strengthened with the European Union and other international organizations active in the field of transport, such as the International Transport Forum. In order to improve global road safety in response to General Assembly resolutions, cooperation will continue with the other regional commissions and with all other partners in the United Nations Road Safety Collaboration.. The public-private dialogue will be further scaled up through closer cooperation with non-governmental organizations representing transport operators, relevant industries, transport users and consumers.
8. The work will continue on new multisectoral projects with particular attention on improving energy efficiency in transport in response to global warming concerns, while existing projects (inter alia, on transport health and environment; trade and transport facilitation; global supply chains and competitiveness) will be carried out and completed through the work of expert groups, in collaboration with interested member States and other stakeholders.
9. The Division will continue to service 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.

IV. External factors

10. 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 ECE legal instruments in the transport sector, (c) Governments and parliaments decide to establish,

implement and enforce related international legislation, (d) there is a stable political climate in member countries enabling the extension of transport infrastructure and networks, and the facilitation of border crossings, (e) there is political will at the national and sub-national levels in the member States to set road safety improvement targets, to implement transport policy measures and set relevant targets for climate change mitigation, (f) there is sufficient national funding available to implement the legal instruments, as well as the road safety improvement measures and the climate change mitigation programmes, and (g) there is adequate voluntary funding available for enhanced capacity-building.

V. Mandates

General Assembly resolutions

58/9	Global road safety crisis
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
65/172	Groups of countries in special situations: 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
64/255	Improving global road safety

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
2011/12	Europe-Africa fixed link through the Strait of Gibraltar
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

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