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Item 13 of the provisional agenda

Programme of work and biennial evaluation 2016–2017 and Strategic framework for 2018–2019

Biennial Evaluation plan for the Transport subprogramme (2016–2017)

Note by the secretariat

Summary

This note provides the logical framework for the biennial performance evaluation for 2016–2017 of the UNECE Subprogramme 2: Transport. The note is presented to the Inland Transport Committee for approval.

After each Expected accomplishment (EA), all the related Indicators of Achievement (IA) are listed.

Subprogramme 02 – Transport

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015</i>
<p>1. EA (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> <p>IA (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 administered by ECE</p> <p><i>Performance measures</i> Baseline 2015: 86 per cent Target 2016–2017: 87 per cent</p> <p>IA (a) (ii) Number of new vehicle regulations and amendments</p> <p><i>Performance measures</i> Baseline 2015: 100 amendments and new regulations Target 2016–2017: 100 amendments and new regulations</p> <p>IA (a) (iii) 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> Baseline 2015: 6 legal instruments Target 2016–2017: 6 legal instruments</p>	<p>1. Overall coordination</p> <p>2.a. Transport trends and economics (including Euro-Asian transport links)</p>	<p>EA 1. Successful holding of the annual meeting 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> <p>IA 1. Number of member States participating in the ITC meetings</p> <p><i>Performance measures:</i> Baseline 2014–2015: 40+15 IGO/NGO, total 165 Target 2016–2017: 42+15 IGO/NGO, total 170</p> <p>EA 2.1 Better understanding by member States of the main transport trends and developments in the ECE region as well as strengthened cooperation on the development of Euro-Asian transport links</p> <p>IA 2.1 (a) Number of countries participating in meetings of the Working Party and Expert Group meetings</p> <p><i>Performance measures:</i> Baseline 2014–2015: 53 in 2014 Target: 2016–2017: 50</p> <p>IA 2.1 (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> Baseline: 2014–2015: 75 per cent positive Target: 2016–2017: 75 per cent positive</p>

Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015

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Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015

- | <i>Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015</i> | <i>Title of the cluster of activities</i> | <i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015</i> |
|--|--|--|
| 3. | Harmonization of vehicle regulations | <p>EA 3. Establishment of new vehicle regulations and amendments to current vehicle regulations to make vehicles safer and more environmentally friendly</p> <p>IA 3. (a) Adoption of new vehicle regulations (UN Regulations and UN GTRs) and UN Rules and adoption of amendments to them</p> <p><i>Performance measures:</i>
Baseline 2014–2015: 169 amendments and new regulations adopted until June 2013 and expectations for the November 2015 session
Target 2016–2017: 130 amendments and new regulations</p> <p>IA 3. (b) A publication on WP.29 and a brochure on autonomous vehicles</p> <p><i>Performance measures:</i>
Baseline 2014–2015:
1 Publication on helmets for motorcycles and a brochure on Child Restraint Systems (CRS)
Target 2014–2015: 1 publication on helmets and 1 brochure on CRS</p> |
| 4. | Rail Transport (Trans-European network for rail (TER) project) | <p>EA 4.a. 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> <p>IA 4.a. (a) Number of countries, IGOs and NGOs participating in the two annual meetings of the Working Party on Rail Transport and of the TER project and level of satisfaction as expressed in surveys</p> <p><i>Performance measures:</i>
Baseline 2014–2015: 40
Target: 2016–2017: 40</p> <p>IA 4.a. (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.</p> <p><i>Performance measures:</i>
Baseline 2014–2015: 1
Target: 2016–2017: 1</p> |

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015</i>
	5. Inland waterway transport	<p>IA 4.a. (c) Number of thematic workshops/seminars/themes organized and number of participants</p> <p><i>Performance measures:</i> Baseline 2014–2015: 2 Target: 2016–2017: 2</p> <p>EA 5. An improved and updated regulatory framework for inland water transport infrastructure and vessels in the UNECE region</p> <p>IA 5. (a) Promotion of the second edition of the UNECE Blue Book and, on this basis, updating of the AGN Agreement and other relevant UNECE instruments</p> <p><i>Performance measures:</i> Baseline 2014–2015: Adoption of amendments to the AGN and related UNECE legal instruments on transport infrastructure, such as Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)</p> <p>(a) Amendments to AGN entered into force on 7 November 2014, and the third revised edition of AGN was available on the UNECE website in November 2014.</p> <p>(b) Second addendum to the second revision of the Blue Book is available on the UNECE website.</p> <p>(c) UNECE online database of the E Waterway Network was developed and supplemented with information on E ports.</p> <p>(d) Amendments to Resolution No. 49 were adopted by SC.3 in 2014.</p> <p>Target 2016–2017: Adoption of amendments to the second revision of the Blue Book and preparation of the third revision of the Blue Book</p>

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IA 5. (b) Preparation of the next revision of CEVNI taking account of information on its application in member States and by River Commissions

Performance measures:

Baseline 2014–2015: Preparation and adoption of CEVNI 5 and online publication of the code (completed):

(a) CEVNI 5 was adopted by SC.3 in 2014 as Resolution No. 81.

(b) A paper version of CEVNI 5 in three working languages was published in September 2015.

(c) Online version and pdf version of CEVNI 5 were available on the UNECE website in June 2015.

(d) Current CEVNI status document is published in 2015 for the fifty-ninth session of SC.3 (ECE/TRANS/SC.3/2015/7).

IA 5. (c) Preparation of the third edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe (2020)

Performance measures:

Baseline 2011: Adoption of the second edition of the White Paper on Efficient and Sustainable Inland Water Transport in Europe

The White Paper was published in 2011.

Target 2016–2017:

Preparation of a status document relating to the White Paper

IA 5. (d) Preparation and adoption of the next revision of Resolution No. 61, Recommendations on Harmonized Europe-wide technical requirements for Inland navigation vessels

Performance measures:

Baseline 2015:

Revision 1 of Resolution No. 61 was adopted in 2011, Amendment 1 – in 2011, Amendment 2 – in 2012

Target 2016–2017:

Preparation of a consolidated version of Resolution No. 61 and preparation for its second revision

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6.	Intermodal transport and logistics	<p>EA 6. Strengthened framework for 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 Agreement and its Protocol on Inland Waterways).</p> <p>IA 6 (a) Number of countries, intergovernmental organizations (IGO) and non-Governmental organizations (NGO) participating in the two annual meetings of the Working Party on Intermodal Transport and Logistics (WP.24)</p> <p><i>Performance measures:</i> Baseline 2014–2015: 24 in 2014, 31 in 2015 Target: 2016–2017: 30</p> <p>IA 6. (b) Number of amendments as well as updated and amended lines in the AGTC Agreement and its Protocol.</p> <p><i>Performance measures:</i> Baseline 2014–2015: 0 amendment in 2014, 1 depository notification sent with 3 modifications in 2015 Target 2016–2017: 2 amendments</p> <p>IA 6. (c) Review and update of the IMO/ILO/UNECE guidelines for packing of cargo in intermodal transport units.</p> <p><i>Performance measure:</i> Baseline 2012–2013: Completed</p> <p>2015: Published official translations online in French, Spanish, Russian, Arabic and Chinese. German language version also included (not an official translation)</p> <p>2015: Web-based version created in English</p> <p>Target for 2016: Web-based version in other languages</p> <p>Target for 2017: Review of use of CTU Code</p>
7.a.	Customs questions affecting transport	<p>EA 7.a. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation.</p> <p>IA 7.a. (a) Cumulative number of delegations of</p>

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	<p>countries (Contracting Parties) and participants at the sessions of the Working Party on Customs Questions affecting Transport (WP.30), its Administrative Committees (AC.2 and AC.3) and expert group meetings</p> <p><i>Performance measures:</i> Baseline 2014–2015: 410 delegations, 1,100 participants Target 2016–2017: 400 delegations, 1,000 participants</p> <p>IA 7.a. (b) Number of new amendments adopted and/or discussed, and number of new Contracting Parties</p> <p><i>Performance measures:</i> Baseline 2014–2015: 3 amendments, 0 new Contracting Parties Target 2016–2017: 3 amendments, 2 new Contracting Parties</p>
<p>8. Transport, Health and Environment Pan-European Programme (THE PEP)</p>	<p>EA 8. Enhanced integration between transport, health and environment policies through exchanging experiences, good practice and capacity-building with special focus on Eastern Europe, Caucasus, Central Asia (EECCA) and South-Eastern Europe (SEE).</p> <p>IA 8. Increased engagement by member States and THE PEP focal points across the transport, health and environment sectors in THE PEP policy framework</p> <p><i>Performance measures:</i> Baseline 2015: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee Target: 2016–2017: 40 countries and 20 intergovernmental and non-governmental organizations; 3 capacity-building workshops and 2 sessions of the Steering Committee.</p>

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9.a. Transport of dangerous goods (UNECE)

EA 9.a. Adoption of amendments to the ADR¹ and, through joint activities, with the Intergovernmental Organization for International Carriage by Rail (OTIF) and the Central Commission for the Navigation of the Rhine (CCNR), to the RID² and the ADN³ 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.

IA 9.a. (a) Amendments to ADR, RID and ADN adopted in 2015 and 2016 and entered into force by 1 January 2017 for international transport and made applicable to domestic traffic in all EU and European Economic Area (EEA) countries by 1 July 2017, reflecting, inter alia, the 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (nineteenth revised edition)

Performance measures:

Baseline 2014–2015:

1 set of amendments to each legal instrument

Target 2016–2017:

1 set of amendments to each legal instrument

IA 9.a. (b) Publication of the consolidated 2017 revised editions of ADR and ADN before end 2016

Performance measures:

Baseline 2014–2015: 1 ADR, 1 ADN

Target 2016–2017: 1 ADR, 1 ADN

10.a. Transport of dangerous goods (ECOSOC)

EA 10.a. Adoption of amendments to the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations and to the Manual of Tests and Criteria and issuance of new recommendations in 2014, and publication in 2015 of new consolidated versions of the Model Regulations and of the Manual of Tests and

¹ European Agreement concerning the International Carriage of Dangerous Goods by Road

² Regulations concerning the International Carriage of Dangerous Goods by Rail

³ European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways

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		<p>Criteria incorporating amendments and new recommendations.</p> <p>IA 10.a. (a) Amendments to the 19th revised edition of the Model Regulations and the 6th revised edition of the Manual of Tests and Criteria adopted in 2016.</p> <p><i>Performance measures:</i> Baseline 2014–2015: 2 sets of amendments Target: 2016–2017: 2 sets of amendments</p> <p>IA 10.a. (b) Publication of the 20th revised editions of the Model Regulations and of the 7th revised edition of the Manual (or Amendment to the sixth revised edition) before the end 2017</p> <p><i>Performance measures:</i> Baseline 2014–2015: 1 Model Regulation, 1 Manual Target 2016–2017: 1 Model Regulation, 1 Manual</p>
11.a. Globally Harmonized System for the classification and labelling of chemical (GHS)		<p>EA 11.a. Adoption of amendments to the Globally Harmonized System intended to further clarify or harmonize the existing classification and labeling criteria or to introduce new criteria, in order to maintain or increase the level of protection offered to the environment and to those producing, handling, transporting or using hazardous chemicals, in a uniform, harmonized and coherent way and facilitating its effective implementation through international and national legislation, and publication in 2017 of the seventh revised edition of GHS</p> <p>IA 11.a (a) One set of amendments to the GHS adopted in 2016.</p> <p><i>Performance measures:</i> Baseline 2014–2015: 1 set of amendments Target: 2016–2017: 1 set of amendments</p> <p>IA 11.a (b) Publication of the 7th revised edition of the GHS before end 2017</p> <p><i>Performance measures:</i> Baseline 2014–2015: 1 GHS Target 2016–2017: 1 GHS</p>
12.a. Transport of perishable foodstuffs		<p>EA 12.a. Enhanced and updated international requirements for the transport of perishable foodstuffs</p>

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		IA 12.a. (a) Percentage of total of non-editorial amendment proposals adopted by WP.11 <i>Performance measures:</i> Baseline: 2014-2015: 50% Target: 2016-2017: 60%
		IA 12.a. (b) Number of countries replying to the questionnaire on the implementation of the ATP <i>Performance measures:</i> Baseline: 2014-2015: 21 Target: 2016-2017: 24
	13. Transport Statistics	EA 13. Improved availability and scope of transport statistical data IA 13. (a) Number of reliable statistical products available on the Internet <i>Performance measures:</i> Baseline 2014–2015: Complete statistical database online Target 2016–2017: Maintenance of online statistical database IA 13. (b) Use of data as measured by website downloads <i>Performance measures:</i> Baseline 2014–2015: 88,000 downloads Target 2016–2017: 90 000 downloads
2. EA (b). Greater geographical coverage and more effective implementation of United Nations legal instruments and recommendations on transport administered by ECE.	7.b. Customs questions affecting transport	EA 7.b. New accessions to and more effective implementation of international legal instruments in the area of border crossing facilitation IA 7.b. Number of surveys on the implementation of border crossing legal instruments <i>Performance measures:</i> Baseline 2014–2015: 2 Target 2014–2015: 2 EA 9.b. Adoption of a road map on how to set up the administrative structures required for implementation of ADR. Development of recommendations and/or guidelines based on this road map.
IA (b) (i) Increased number of Contracting Parties, including from outside the region, to United Nations legal instruments and recommendations on transport administered by ECE <i>Performance measures</i> Baseline 2015: 1,700 participations by states Target 2016–2017: 1,710 participations by states		

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015</i>
<p>IA (b) (ii) Increased number of mechanisms in place for monitoring the implementation of United Nations legal instruments and recommendations administered by ECE</p> <p><i>Performance measures:</i> Baseline 2015: 7 mechanisms Target 2016–2017: 8 mechanisms</p>	<p>9.b. Transport of Dangerous Goods (UNECE)</p>	<p>EA 9.c. Follow-up of the implementation of the ADR road map on accession and implementation (ECE/TRANS/238) for new and existing ADR Contracting Parties.</p> <p>IA 9.c. ADR country information and obligatory reporting information (information on driver training certificates and information as indicated in Annex I of the road map) completed and published on ECE website</p> <p><i>Performance measures:</i></p> <p>Baseline 2014–2015: Information available for 75% of the Contracting parties to ADR Target: Information available and updated for 75% of the Contracting parties to ADR</p>
<p>10.b. Transport of Dangerous Goods (ECOSOC)</p>	<p>10.b. Transport of Dangerous Goods (ECOSOC)</p>	<p>EA 10.b Effective implementation of the recommendations through national and international legal instruments.</p> <p>IA 10.b (a) Number of international legal instruments amended to reflect the 2015 United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (19th revised edition)</p> <p><i>Performance measures:</i> Baseline 2015: 6 Target: 2016–2017: 6</p> <p>IA 10.b. (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</p>

<i>Expected accomplishments and indicators of achievement of the Strategic Framework 2014–2015</i>	<i>Title of the cluster of activities</i>	<i>Expected accomplishments and indicators of achievement of the Biennial Evaluation 2014–2015</i>
		transport
		<i>Performance measures:</i> Baseline 2015: 38 Target: 2016–2017: 38
	11.b. Globally Harmonized System for the classification and labelling of chemical (GHS)	EA 11.b. Effective implementation of GHS through national and international instruments
		IA 11.b. (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 2015: 16 Target: 2016–2017: 16
		IA 11.b. (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 2015: 55 Target: 2016–2017: 60
	12.b. Transport of perishable foodstuffs	EA 12.b. Enhanced and updated international requirements for the transport of perishable foodstuffs
		IA 12.b. Total number of Contracting Parties to the ATP Agreement
		<i>Performance measures:</i> Baseline: 2014–2015: 49 Target: 2016–2017: 51
	14.a. Road transport	EA 14.a. Enhanced implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).
		IA 14.a. (a) Number of problem areas identified and of proposals to address them
		Problem areas identified: 1. The question of the prevailing legal instrument in view of parallel/coinciding legislative framework within the EU.

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2. The question of the applicable law on combined routes passing through the territories of both non-contracting parties and EU and non-EU contracting parties in view of the reservations entered by EU States upon ratification of the Agreement, considering that the EU is not a contracting party to the AETR.

3. The question of article 22bis and the decision-making centre for amendments on technical parameters as contained in Appendix 1b.

4. The difficulties of some AETR Contracting Parties in implementing the digital tachograph and in particular the issuance of the digital tachograph cards.

Proposals to address them and progress made in 2014–2015:

The question of prevailing legal instrument is still under discussion.

The question of the applicable law on combined routes is still under discussion. As at the date of this document, only nine Contracting Parties had responded to a questionnaire by the International Road Transport Union (IRU) on this matter. IRU delivered a presentation at the sixth session of the Group of Experts in order to facilitate a conclusion and agreement by the Group of the prevailing legal instrument in the different transport scenarios.

The question of amending article 22bis has been extensively discussed at the meetings of AETR Group of Experts. As at the date of this document, the Group had not been able to agree on the wording of a revised text of Article 22bis.

In 2014-2015, further progress had been made in implementing the digital tachograph in non-EU AETR Contracting Parties. Virtually all countries had fully implemented the measures necessary for the use of the digital tachograph. Only one country had yet to commence it. *Performance measures:*

Baseline 2014–2015: 4

Target 2016–2017: 3 (Resolution of the outstanding three proposals to the problem areas 1, 2 and 3 identified above)

IA 14.a. (b) Number of seminars and workshops

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		<p><i>Performance measures:</i> Baseline 2014–2015: Target 2014–2015: 3 Actual 2014–2015: 4</p> <p>7-10th sessions of AETR Expert Group</p> <p>Target: 2016–2017: 3 (24 February 2014, 23 June 2014, 30 October 2014)</p> <p>IA 14.a. (c) Number of participants per seminar and workshop</p> <p><i>Performance measures:</i> Target 2014–2015: 65 Actual 2014–2015: 73 (excluding the 10th session) Target 2016–2017: 65</p>
15.	Road traffic safety	<p>EA 15. A more effective implementation of the Conventions on Road Traffic and Road Signs and Signals of 1968, the European Agreements of 1971 supplementing them, and the Consolidated Resolutions on Road Traffic and Road Signs and Signals.</p> <p>IA 15. (a) Number of new Contracting Parties to the Conventions and European Agreements</p> <p><i>Performance measures:</i> Target 2014–2015: 3 Actual 2014–2015: 2 (see below) 1968 Convention on Road Traffic: 1 (Viet Nam, 20 August 2014) 1968 Convention on Road Signs and Signals: 1 (Viet Nam, 20 August 2014) Target for 2016–2017: 2</p>

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IA 15. (b) Number of road safety seminars, workshops, conferences, campaigns and events organized

Performance measures:

Target 2014–2015: 2

Actual 2014–2015: 7 (see below)

1. Launch of the ECE-International Union of Railways-Swiss Federal Office of Transport "Saving lives at level crossings" film on the occasion of ILCAD 2014 (3 June 2014)

2. UN Road Safety Treaty Day in New York, USA (5 June 2014)

3. Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia (October 2014)

4. ECE-Economic Commission for Africa-International Alliance for Responsible Drinking Road Safety Workshop for English-speaking African countries in Addis Ababa, Ethiopia (12-13 November 2014)

5. Special WP.1 one-day round table in Geneva, Switzerland, on exploring the use of road safety legal instruments to address powered two-wheeled vehicles safety policies in low and middle income countries (23 March 2015)

6. Launch of joint ECE-ECA-IARD e-book "Preventing Drink Driving in Africa" with new survey results on road safety issues across the African continent, updates on the implementation of the African Road Safety Action Plan, and recommendations and international good practices to improve road safety in Geneva, Switzerland (23 March 2015)

7. ECE-ECA-IARD Road Safety Workshop for French-speaking African countries in Addis Ababa, Ethiopia (7-8 July 2015)

Target for 2016–2017: 2

IA 15. (c) Number of total participants per seminar, workshop conferences and events, including those from Contracting Parties

Performance measures:

Target 2014–2015: 60

Actual 2014–2015: 300

Target for 2016–2017: 60

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IA 15. (d) Feedback from participants of the seminars, workshops, conferences and events

Performance measures:

Target 2014-2015: Positive feedback (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

Actual 2014-2015: Positive feedback was received based on formal (survey) and informal feedback to the six events arranged above. In addition, the "Saving lives at level crossings" film has been viewed nearly 15,000 times in the 13 months since it was launched.

Target for 2016-2017: Positive feedback (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

3. EA (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

IA (c) (i) Increased number of Contracting Parties to four key transport infrastructure agreements

Performance measures

Baseline 2015: 115 States parties
Target 2016–2017: 116 State parties

IA (c) (ii) Increased number of United Nations Member States participating in ECE subregional transport infrastructure projects

Performance measures

Baseline 2015: 53 countries
Target 2016–2017: 55 countries

2.b. Transport trends and economics - Euro-Asian transport links

EA 2.b. Strengthened cooperation on the development of Euro-Asian transport links.

IA 2.b. (a) Progress made in the establishment of a mechanism for cooperation for development of Euro-Asian Transport Links (EATL)

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	4.b. Rail transport and 14.b. Road transport (TEM and TER projects)	EA 4.b./14.b. Increased capacity of ECE countries participating in the TEM and TER projects. IA 3/6 (a) Number of ECE countries participating in TEM and TER projects. <i>Performance measures:</i> Baseline 2014–2015: 12 (TEM) + 14 (TER) countries Target 2016–2017: 12 (TEM) + 15 (TER) countries
4. EA (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.	All clusters	EA (d) Increased impact of ECE transport related capacity-building activities. IA (d) Percentage of positive ranking (“useful” and “very useful”) of organized capacity-building activities by all participants <i>Performance measures:</i> Baseline 2014–2015: 80 per cent Target 2016–2017: N/A
IA (d) (i) Number of capacity building activities on transport <i>Performance measures</i> Baseline 2015: - Target 2016–2017: 29 activities		
IA (d) (ii) Increased number of ECE member States having established road safety improvement targets <i>Performance measures</i> Baseline 2015: 37 countries Target 2016–2017: 40 countries		