

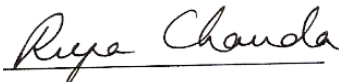
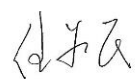


EVALUATION MANAGEMENT RESPONSE AND FOLLOW-UP PLAN

“ESCAP commits to addressing the findings and recommendations of each evaluation through a management response and follow-up action plan.” (ESCAP Monitoring and Evaluation Policy and Guidelines 2023)

Title of Evaluation: Evaluation of Development Account Project 2023X “Transport and trade connectivity in the age of pandemics”		
Date of completion: April 2024		
	Signature	Date
Ms. Armida Salsiah Alisjahbana Executive Secretary		4 June 2024
Mr. Adnan H. Aliani Director, Strategy and Programme Management Division		20 May 2024
Ms. Rupa Chanda Director, Trade, Investment and Innovation Division		20 May 2024
Mr. Weimin Ren, Director, Transport Division		20 May 2024
General Remarks by Management		
(Overall response from management’s perspective on the evaluation and its results. This can include comments regarding the relevance and usefulness of the results. It may also highlight any differences in opinion with the evaluator while maintaining the independence of the evaluation findings)		
ESCAP welcomes the comprehensive evaluation of the UNTTC project. The evaluation presents the project’s achievements and areas for improvement and affirms our commitment to addressing trade and transport connectivity, particularly for LDCs, SIDS, and LLDCs. It also acknowledges challenges encountered during implementation. The evaluation highlighted ESCAP’s significant contribution to this project, particularly in strengthening regional collaboration through the adoption of the Regional Action Programme for Sustainable Transport Development. ESCAP will build on this foundation to further enhance sectoral resilience. ESCAP accepts the two recommendations addressed to the regional commissions and formulates concrete follow-up actions to address them as outlined below.		

Recommendations	Management Response Level of agreement (agreement, partial agreement, disagreement) and rationale	Follow-up Actions Detailed actions to be taken in response	Responsible Division/Office	Expected Completion Date	Indicator of Completion for Follow-up Actions
<p>Recommendation 1: (For the DA Programme Management Team only) Joint project development among agencies on nexus issues and addressing issues in development of holistic approaches should continue to be encouraged. When properly planned and implemented, joint actions have the potential to provide better and more holistic results for countries.</p>					
<p>Recommendation 2: (For the DA Programme Management Team only) More clear operational guidance and support to be provided to agencies on how to develop, monitor and evaluate joint projects to enhance learning</p>					
<p>Recommendation 3: (For UNCTAD and regional commissions)</p> <p>Strengthen the connectivity between trade and transport sections internally within the commissions/agencies as well as across regions with a view to enhance focus on the trade-transport nexus and the quality of support. This should include:</p> <ul style="list-style-type: none"> - Enhanced internal interaction and development of joint agenda between trade and transport teams in the commissions to facilitate that government decision makers 	<p>ESCAP is in agreement with these recommendations and has been taking step in this direction. As mentioned in the evaluation report, trade and transport issues usually are managed separately in the countries, which is also reflected in the ESCAP conference structure, which has separate committees for transport and for trade. Legal instruments on paperless trade and transport networks are also separate. In view of this, it is more on the</p>	<p>ESCAP will enhance the connectivity between trade and transport sections by:</p> <ol style="list-style-type: none"> 1. Collaborating on Asia-Pacific Trade Facilitation Forum to be organized by the Trade, Investment and Innovation Division, which now includes a dedicated session on transport, organized by Transport Division 2. Holding regular discussions on joint 	<p>TD and TIID</p>	<p>Dec 2026</p>	<ol style="list-style-type: none"> 1. Report of Asia-Pacific Trade Facilitation Forum showing the dedicated session on transport 2. Minutes of the ESCAP semi-annual consultations showing collaborative work between TIID and TD 3. Reports on cooperation

<p>in trade and transport are addressed from the holistic transport-trade connectivity perspective. This, however, needs to take into consideration that trade and transport issues usually are managed separately in the countries, with different agencies and line ministries involved, representing an institutional development challenge.</p> <ul style="list-style-type: none"> - More explicit focus on aspects related to change management processes and internal power relations (political economy) in planning and implementation of capacity building activities within governmental institutions and authorities. - Focus on identification/analysis of countries which could serve as geopolitical drivers/promoters/champions of the trade-transport nexus within regions to help promote the nexus agenda and the UN global conventions / agreements at higher-level political fora. - Enhance organization of cross-regional learning session with participation of piloted/targeted countries to allow for cross-learning across regions and countries. 	<p>operational and project level that the cooperation between trade and transport teams takes place.</p> <p>There is already a certain convergence of champion countries which promote trade and transport connectivity in Asia and the Pacific. The upcoming Decade for Sustainable Transport (2026-2036) will provide an opportunity for cross-regional exchanges, however, limited resources to support this work remain an issue.</p>	<p>activities and projects through the ESCAP semi-annual consultations organized by the Strategy and Programme Management Division and bilateral meetings.</p> <ol style="list-style-type: none"> 3. Continuing TIID/TD cooperation on cross-border transport connectivity at the sub-regional level (BBIN countries) and other ongoing and upcoming joint activities and projects. 4. Inviting RCs to restore regular meetings of their Transport teams and involve UNCTAD in this network. 5. Proposing a new UNDA project involving all RCs and UNCTAD to support the implementation of the UN Decade for Sustainable Transport 			<p>between TIID/TD on cross-border transport connectivity</p> <ol style="list-style-type: none"> 4. Reports on meetings of transport teams 5. Project proposal for joint new UNDA project on support to the implementation of the UN Decade for Sustainable Transport
<p>Recommendation 4: (For UNCTAD and regional commissions)</p> <p>In order to more strongly promote gender equality and human rights, DA projects need to ensure that projects clearly define whom the most vulnerable people are and</p>	<p>ESCAP is in agreement with these recommendations and has been taking step in this direction. ESCAP recently concluded an independent evaluation of its corporate performance on gender</p>	<p>ESCAP will formulate a management response and follow-up action plan to the recommendations of the recent evaluation of ESCAP's performance on gender mainstreaming,</p>	<p>SPMD with input SDD and other substantive divisions</p>	<p>December 2024</p>	<p>Approved management response and follow-up action plan</p>

<p>that analysis of gender dimensions within a specific sector is included. This should further include clearly defined targets in results frameworks and development of data collection tools that allow for disaggregation by gender and vulnerability. It also includes a dedicated focus to ensuring consultations of women and people living with a disability (or organizations representing these groups) in research, law formulation and policy developments to ensure their perspectives and needs are duly taken into account. In addition, in order to fully reflect a focus on people living with a disability or other identified vulnerable groups the following recommendations should be integrated into future joint project designs:</p> <ul style="list-style-type: none"> - Proper analysis of whom the most vulnerable people are and gender dimensions. - Collection of data that reports on not only how many women and men are reached but also youth, people living with a disability etc. and other vulnerable groups considered a target group for the specific intervention. The ongoing analysis of these data during implementation is essential to understand whether the intended target groups are reached or other strategies are required. 	<p>mainstreaming and has taken note of evaluation findings and recommendations regarding the remaining capacity gaps among staff in integrating gender into project design and implementation. ESCAP will address this recommendation as part of the follow-up actions to the recommendations of the evaluation of ESCAP gender mainstreaming performance.</p>	<p>addressing the issues raised in this recommendation. This approach ensures a more coherent response and helps to address the recommendation at the institutional level.</p>			
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<p>- In order to ensure consideration of people living with a disability in trade facilitation, people living with a disability or organizations representing them should be included in NTFCs and measured to the same extent as representation of women.</p> <p>- In order to influence policy and advocate for a greater level of inclusion, it is crucial that research papers and studies include analysis of human rights, gender dimensions and considerations of whom the most vulnerable people are within a specific sector.</p> <p>- A dedicated outreach and communication strategy is required to ensure the reaching of vulnerable groups and people living with a disability etc. In order to ensure enrollment of such target groups in training courses etc. a different outreach and communication approach is required (e.g. communication directly through organizations working with people living with a disability to ensure that the messages are being communicated to the right people/community).</p>					
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