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### Inland Transport Committee

#### Working Party on Transport Trends and Economics

##### Twenty-eighth session

Geneva, 7–9 September 2015

### Report of the Working Party on Transport Trends and Economics on its twenty-eighth session

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## I. Attendance

1. The Working Party on Transport Trends and Economics held its twenty-eighth session from 7 to 9 September 2015. The meeting was chaired by Mr. Kristof Schockaert (Belgium). Representatives of the following United Nations Economic Commission for Europe (UNECE) member States participated: Belgium, Cyprus, Germany, Greece, Netherlands, Poland, Romania, Russian Federation, Serbia, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, Turkmenistan, Ukraine and the United Kingdom of Great Britain and Northern Ireland.
2. A representative of the European Union was present.
3. The following United Nations organizations and specialized agencies were represented: UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Project Central Office.
4. The following intergovernmental organizations were represented: Asian Development Bank, Black Sea Economic Cooperation Organization (BSEC), Centre for Transportation Studies for the Western Mediterranean (CETMO), Committee of the Organization for Cooperation between Railways (OSJD), Danube Commission (DC), Economic Cooperation Organization, Intergovernmental Commission TRACECA, Islamic Development Bank (IsDB), South East European Transport Observatory (SEETO) and the World Bank Group.
5. The following non-governmental organizations were represented: International Association of Public Transport (UITP), International Road Federation (IRF), International Road Transport Union (IRU) and International Union of Railways (UIC).
6. The following attended the meeting at the invitation of the secretariat: Attica Tollway Operations Authority, European Services Institute, Kapsch TrafficCom AG, JSC "PLASKE".

## II. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.5/57, ECE/TRANS/WP.5/57/Corr.1

7. The Working Party adopted the agenda (ECE/TRANS/WP.5/57, ECE/TRANS/WP.5/57/Corr.1).

## III. Workshop on “Road and Rail transport corridors along Europe and Asia” (agenda item 2)

*Documentation:* Informal document No. 1

8. The secretariat welcomed the participants to the workshop and emphasized on the challenges of transport corridors development. The importance of modern and efficient transport infrastructure as well as the implementation of soft measures and in particular the UN Conventions in order to facilitate border crossings was highlighted. Furthermore, the lack of cooperation among the different stakeholders and initiatives for transport corridors development between Europe and Asia was mentioned as one of the key challenges that should be addressed in the future.

## 9. The participants:

(a) Took note of the initiatives that exist and operate between Europe and Asia on the development of transport corridors.

- The European Commission (EC) TEN-T network where nine core network corridors are identified. A work plan was drawn up for each corridor (approved in June 2015) that set out the current status of its infrastructure, a schedule for removing physical, technical, operational and administrative bottlenecks, and an overview of the financial resources (EC, international, national, regional and local, public and private);
- The ECO road and rail network in Central Asia which includes eight road transport corridors and six rail transport corridors; A project started in 2009 in cooperation with IsDB in order to ensure implementation of ECO Transit Transport Framework Agreement (TTFA);
- The OSJD has identified thirteen rail transport corridors along Europe and Asia; A memorandum on cooperation in the field of technical, operational and commercial development of each railway corridor was developed to be signed among the different stakeholders;
- The SEETO has developed its comprehensive network which is part of the TEN-T network and includes eight road transport corridors and seven rail corridors; A transport facilitation working group was created to follow the implementation of the soft measures and specific actions are taking place for each corridor;

#### Transport Corridors along Europe and Asia



Source: UNECE, Transport Division

- The Central Asia Regional Economic Cooperation (CAREC) which has identified six main transport corridors; The CAREC Transport and Trade Facilitation Strategy 2020 – Priority Projects and tasks has been prepared where 108 transport infrastructure financing projects and 49 technical assistance ones have been identified;
- The BSEC sets as one of its goals the establishment of an efficient transport network among its member States and promotes the development of the Black Sea Ring Highway project which envisages a four lane ring highway system, approximately 7500 km long, which will connect the BSEC member States with each other;

- The TRACECA where two main corridors have been identified; The TRACECA International investment forum has been established which is a standing mechanism providing direct and consistent interaction between TRACECA and investors;
  - The IRU New Eurasian Land Transport Initiative (NELTI) where three main corridors - routes are identified; Four caravans have been accomplished in these corridors with concrete results and recommendations;
  - The CETMO where seven transport corridors were identified; Six out of them are part of the TEN-T corridors; Especially for the transmaghrébin multimodal transport corridor an action plan with horizontal actions was developed;
- (b) Agreed that despite the fact that numerous initiatives exist and operate for transport corridors development along Europe and Asia, cooperation among these initiatives is very low or even non-existent;
- (c) Noted that China (but not exclusively) is now challenging Europe with the launching of its OBOR (One Belt One Road Policy);
- (d) Noted that Asia-Europe trade is the trade route that has one of the highest growth rates for the decades to come;
- (e) Observed that it is essential to consider long-term, long distance Asia-Europe transport development plans, in order to set up an efficient, integrated transport system covering all transport modes;
- (f) Agreed that it is essential also to consider new technologies in order to make transport operations between our two continents more cost-effective, greener and safer;
- (g) Noted that in International rail transport there are a number of obstacles that make railways non-competitive such as: poor infrastructure, non-competitive tariffs, two at least existing legal regimes, delays in border crossings;
- (h) Noted that based on data presented by IRU 57% of road transport time is lost at border crossings and 38% of transport costs is due to unofficial levies!;
- (i) Agreed that the development of transport corridors will facilitate the cross border movement of Goods, Services, People, Capital, Information/Knowledge through:
- Regional Connectivity including infrastructural connectivity;
  - Facilitation and liberalization of trade and investment through simplification, harmonization and unification of policies, regulatory frameworks, and procedures;
  - Mobilization of technical and financial resources for implementation of RCI projects.
- (j) Observed and agreed that corridors may impact the distribution of economic activity and development across regions and promote poverty reduction and inclusive growth. This is so because:
- Corridors facilitate more efficient trade, which generates economic growth and expands market access.
  - Corridors may expand factor mobility and access to education, health care and other services.
  - Ultimately corridors may expand a poor household's consumption possibility frontier

(k) Noted that climate change impacts to transport networks should be taken into account while identifying transport corridors while adaptation measures to these climate change impacts should be implemented during construction phases;

(l) Agreed that main challenges for transport corridors development are:

- The large financing needs;
- Asymmetry in costs and benefits among neighbouring countries investing in common infrastructure;
- Landlocked countries are economically disadvantaged by lack of access to ports;
- Diverging standards (e.g. on axle load of trucks) or weak transit regimes can lead to forced cargo transfer at borders, costly guarantee schemes, empty backhaul.

10. The workshop showed the complexity of the substantive issues involved in the development of transport corridors along Europe and Asia and the need for further analysis. The Working Party appreciated the presentations made by the excellent speakers, considered them informative and of great importance.

11. In addition, the Working Party requested the secretariat to elaborate a formal document based on inputs received by the experts and discussions made during the workshop on transport infrastructure developments along Europe-Asian Corridors for consideration by the Working Party at its next session. Proposals for possible further actions to be taken by the Working Party on this issue should be included.

12. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at [http://www.unece.org/trans/main/wp5/workshop\\_rail\\_road\\_corridors\\_europe\\_asia.html](http://www.unece.org/trans/main/wp5/workshop_rail_road_corridors_europe_asia.html).

#### **IV. Workshop on “Vulnerability and Security of Critical Transport Infrastructure” (agenda item 3)**

*Documentation:* Informal document No. 2

13. Based on the Inland Transport Committee (ITC) mandate where the Division should continue work aimed at enhancing inland transport security, in particular, by organizing events to exchange information and share best practices, the Working Party organized a workshop on vulnerability and security of critical transport infrastructure. The outcome of the workshop should be a contribution to the Inland Transport Security Forum of ITC.

14. Terrorist attacks and criminal activities can all disrupt the infrastructure on which we depend in our daily lives. This infrastructure – often called "critical infrastructure" - includes installations in the transport fields ranging from intermodal hubs and freight villages to rail and road bridges and tunnels. Representatives from Governments and international organizations (program of workshop is in informal document No. 2) specialized on transport infrastructure security shared their experience and good practices on how to further secure transport infrastructure.

15. The participants during the workshop:

(a) On rail security, noted that specific guides should be prepared for instance for the design of stations in order to:

- Increase the protection of railway users from terrorism and crime;
- Raise awareness to designers, planners, architects, etc;
- Provide generic security advice;

- Ensure engagement with the right stakeholders;
- To deliver effective security measures cost effectively.

(b) Noted that while designing in security the following should be taken into account:

- Buildings designed to resist a quantifiable degree of blast;
- Laminated glazing used to reduce secondary shrapnel;
- Cladding that does not fracture or detach during blast;
- Design in HVM and stand-off – every metre counts;
- Non-public area access controlled and quality doors/locks to withstand intruders;
- Ensure staff & public parking is away from crowded places and critical areas;
- Locate lost property away from crowded areas ideally near the perimeter;
- Protect the station perimeter from unauthorised access & minimise number of entrances;
- Provide good emergency service access.

(c) Agreed that Security measures should be based upon a risk assessment and the right stakeholders need to be engaged to ensure successful delivery of the project;

(d) Noted that the International Maritime Organization (IMO) has developed the International Ship and Port facility Security Code (ISPS) and agreed that similar code should be developed for inland water transport. Suggested that ECE and especially the Working Party on Inland Waterways (SC.3) should take action on that;

(e) Agreed that development of an efficient transport security system should include the following:

- Development of integrated legal framework;
- Determination of threats to transportation security;
- Categorization of transportation facilities and vehicles;
- Vulnerability assessment of transportation facilities and vehicles;
- Development of transport security requirements;
- Elaboration and implementation of transport security plans;
- Development of professional education and certification system;
- Transport security control and supervision;
- Development of a nationwide information system;
- Certification or transport security technologies.

(f) Agreed that depending on security systems used in critical infrastructure, illicit activities may be undetected, leading to large systemic failures and compromising financial stability, safety and security;

(g) Noted that the shortcomings of security systems can be:

- Costs of the systems involved for the surveillance of large areas;
- Complexity and diversity of the employed systems;

- Efficiency, robustness and resilience;
- Accuracy to detect illicit activity patterns;
- Difficulty to coordinate surveillance and monitoring activities at national and transnational levels;
- System compliance with EU policies and societal values with respect to privacy protection.

16. The Working Party took note of the presentations made by the experts. It thanked the experts for their participation and requested the secretariat to make sure that the outcome of the workshop will be a contribution to the Inland Transport Security Forum of ITC.

17. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at: <http://www.unece.org/trans/areas-of-work/trends-and-economics/activities/working-party-on-transport-trends-and-economics-wp5/events/transmainwp5workshop-vulnerability-security-critical-transport-infrastructure.html>.

## V. Ports Hinterland connections (agenda item 4)

*Documentation: ECE/TRANS/WP.5/2015/3*

18. The Working Party recalled that at its last year's session took note of the ports hinterland connections observatory prepared by Mediterranean Network (MedNet) programme. It requested the secretariat to examine the possibilities on how the Working Party could further cooperate with MedNet programme and its observatory on ports hinterland connections and present at the next session for consideration. The Working Party considered document ECE/TRANS/WP.5/2015/3 which illustrated the structure and services provided by the observatory on ports hinterland connections. Furthermore it considered the presentation made by the secretariat on the work done for the development of Inland waterways and connection with the sea ports.

19. The ports hinterland connections observatory is an advanced web-based platform for Port Authorities and stakeholders that disseminates ad hoc knowledge and best practices, facilitates exchange of views and records port operations related activities and procedures. It is an all-inclusive information centre and knowledge base on port administrative requirements, logistics procedures, port operations and customs formalities. It allows for recording and disseminating best practices, as well as for understanding the technical parameters related to port operations' performance, through the use of a specialized database, while highlighting at the same time strengths and weaknesses of port operations. Moreover, it provides a communication platform at European, national and regional levels, relying on an open discussion group. It also allows Port Authorities representatives from the MED region to assess their own port on line.

20. The Working Party noted that MedNet's end of lifetime was in May 2015. It noted also that the secretariat had already received an unofficial confirmation from MedNet project in taking over the hosting, maintenance and further expansion to all UNECE countries of the ports hinterland connections observatory. However, no official respond was received so far.

21. The Working Party requested the secretariat while waiting for the official reply from the MedNet project to analyse and inform the Working Party at its next session for the cost implications that the hosting and maintenance of such observatory would mean for the secretariat. Furthermore, the Working Party reiterated that cooperation of the Working



Party with other relevant to its work ECE Working Parties and especially of Working Party on Inland Waterways (SC.3) should be ensured.

## **VI. Monitoring of the developments relevant to pan-European transport networks (agenda item 5)**

### **A. The European Commission briefing on the progress made in the development of the Trans-European Transport Network**

*Documentation:* Informal document No. 3

22. The Working Party took note of the information provided by the EC and expressed its appreciation for briefing on the progress made in developing the Trans-European Transport Network. The Working Party invited the EC to continue providing an update on its activities related to pan-European Corridors at its twenty-ninth session in 2016.

### **B. Trans-European Motorway and Trans-European Railway projects**

*Documentation:* ECE/TRANS/WP.5/2015/4, ECE/TRANS/WP5/2015/5

23. The Working Party appreciated the update provided by TER project manager on the activities implemented in the TER Project in 2014–2015, reiterated its support to the project and invited the Project manager to provide an update on relevant developments in the TER project at its twenty-ninth session in 2016.

24. The Working Party noted the following activities during 2014-2015:

#### (a) Connectivity

- integration into the Pan-European and Asian networks and corridors in full;
- cooperation with EC, OSJD and the EATL project;
- cooperation in corridor management beyond the EC-borders;
- harmonisation of the High Speed network in TER region, hiring of a consultant, start of the project.

#### (b) Visibility

- new TER web homepage with revised information;
- increasing the number of TER members, decide which countries should be contacted and possibly visited.

#### (c) Capacity-Building

- examine possibilities to prepare, in cooperation with EATL project, a comprehensive study on cargo flows between Asia and Europe by all modes of transport.

#### (d) Safety

- cooperation with UNECE in preparing a questionnaire to get an overview about all level crossings on the TER network and including risk levels assessment.

(e) Development

- implementation of the TER Master Plan revision and reporting on its implementation;
- TER data collection will be extended to non-TER participating countries (future prospects).

(f) Management

- re-settlement of TER PCO (preparation and finalization of the new Host Country Agreement with TER participating country);
- preparation of the new Trust Fund Agreement for TER project;
- organization of two sessions of TER Steering Committee;
- organization of a TER workshop in Istanbul.

25. The Working Party appreciated the update provided by the TEM PCO on the TEM activities in 2014–2015, reiterated its support to the project and invited the project manager to provide an update on relevant developments in the TEM project at its twenty-ninth session in 2016.

26. The Working Party noted the following activities during 2015:

(a) The sixty-fourth session of the TEM Steering Committee was held on April 15, 2015 in Geneva. Mr. Andrzej Maciejewski, TEM Project Manager, presented the report and plan of action for 2015 that included the preparation of the three reports (Road Safety, Financing and Strategy).

(b) Based on the adopted work plan, a seminar on road safety management took place on April 14, 2015 in Geneva. More than 20 experts from TEM member countries and European Union shared their experiences and debated the best practices and strategies to increase the road infrastructure safety.

(c) The International Highways Engineers Exchange Programme (iHEEP) Area V is a forum for annual exchange of knowledge and know-how between Highway Engineers of North America and Europe. iHEEP is a US initiative and TEM Project is their European counterpart. Cooperation with iHEEP started in 1993, and this year the twenty-second TEM iHEEP Area V 2015 Annual Meeting was held in Gdansk, Poland on 14–17 of June. This year seminar was dedicated to one of the priority topics of the TEM Project – financing of the road infrastructure projects. Representatives of TEM participating countries and Department of Transport of four United States of America states shared their experiences and best practices on financing of road construction, rehabilitation and maintenance.

## **VII. Transport in the Mediterranean Region (agenda item 6)**

### **A. Report of the Mediterranean Transport Study Centre**

*Documentation:* Informal document No. 4

27. The representative of CETMO introduced the report on recent activities of CETMO for consideration by the Working Party (Informal document No. 4).

28. The Working Party expressed its appreciation to the CETMO secretariat for its comprehensive report and requested an update on CETMO activities for its next session in 2016.

## **B. The Euro-Mediterranean transport network**

29. The Working Party took note of the information provided by the EC and expressed its appreciation for briefing on the progress made in developing the Euro-Mediterranean transport network. The Working Party invited the EC to continue providing an update on its activities related to pan-European Corridors at its twenty-ninth session in 2016.

## **C. Report of the Union for the Mediterranean**

30. Nothing was reported.

## **D. Project for a Europe-Africa fixed link through the Strait of Gibraltar: report on activities carried out during the period 2006–2013 and programme proposed for the period 2013–2015.**

*Documentation:* Informal document No. 5

31. The Working Party noted the report on the project for a Europe–Africa fixed link through the strait of Gibraltar prepared for the 2015 session of the Economic and Social Council (ECOSOC) by the ECE and the Economic Commission for Africa (ECA). In addition, the Working Party welcomed the invaluable contribution of the Governments of Spain and Morocco as well as two engineering firms from these countries who lead the work on feasibility of the project.

32. Furthermore, the Working Party noted that ECE and ECA are invited by an ECOSOC resolution to submit a new report to the ECOSOC session in 2017 and requested the secretariat to include this item in the agenda of its thirtieth session in 2017.

## **VIII. Euro-Asian Transport Links (agenda item 7)**

### **A. Progress in Euro-Asian Transport Links (EATL) work**

*Documentation:* ECE/TRANS/WP.5/GE.2/26

33. The secretariat informed the Working Party about the work progress of the Group of Experts on EATL and the recent developments of the EATL project Phase III (ECE/TRANS/WP.5/GE.2/26). The Working Party took note on the progress made on EATL Group of Experts work.

34. The Working Party noted that a lot of work remains to be done in order for the Group of Experts to accomplish the tasks deriving from its work plan. It, therefore, approved the request of the Group of Experts to extend its mandate for one more year pending approval from the ITC (February 2016) and the ECE Executive Committee (EXCOM) (April 2016). If ITC and EXCOM will approve its extension of the mandate, the Group of Experts should submit its final report at the thirtieth session of the Working Party in 2017.

35. The Working Party took note of the view expressed by the Russian Federation, which, considering the importance of the work of the Group of Experts on EATL, suggested that the Group should continue its work beyond the one year extension of its mandate, potentially on a cost sharing basis subject to agreement among participating countries.

36. The Russian Federation, OSJD and UIC noted that work should be undertaken towards the coordination of different initiatives on transport corridors and UNECE should play the role of the coordinator. They also noted that such work should be accomplished based on the 69/213 resolution adopted by the United Nations General Assembly on 19 December 2014 on the role of transport and transit corridors in ensuring international cooperation for sustainable development and the concept note prepared by UIC for the development of international transport corridors. To this extend, Russian Federation suggested that an international conference should be organized which it would foster cooperation among the different initiatives on transport corridors along Europe and Asia.

## **B. Other Euro-Asian transport initiatives**

37. The representative from Russian Federation reported that since 1<sup>st</sup> April 2015 a new federal rail transport Law came into force in the country. The new law refers to railways and provides definitions for rolling stock, containers, for payments of services used by railways directly or indirectly involved with transport and for tariffs. Furthermore, information provided on the revised version of SMGS that came into force on the 1<sup>st</sup> of July 2015. The revised agreement includes new elements on railways reform, on liberalization of freight services, on international freight operation where many operators can transport in one State or one operator can transport in many States. In addition new rules are provided for railways and ferries connections as well as for the use of technology and the electronic exchange of documents.

## **IX. Group of Experts on benchmarking transport infrastructure construction costs (agenda item 8)**

*Documentation:* ECE/TRANS/WP.5/2015/2

38. The Working Party recalled that at its last session and during the workshop on Good practices and new tools for Financing Transport Infrastructure the participants agreed that the benchmarking of transport infrastructure construction costs is significant for having realistic construction costs and a stable investment programme with no cost explosions. It also agreed that the use of benchmarking of construction costs could be useful for cost estimates and for control of projects' cost developments.

39. The Working Party considered formal document ECE/TRANS/WP.5/2015/2 prepared by the secretariat based on inputs received by the experts which includes the terms of reference for a new Group of Experts on benchmarking transport infrastructure construction costs.

40. The Working Party took note of the information provided by the secretariat. It approved the establishment of the group of experts on benchmarking transport infrastructure construction costs and its terms of reference as included in document ECE/TRANS/WP.5/2015/2. It requested the secretariat to submit these terms of reference at the next ITC for approval.

## **X. Urban mobility and Public Transport (agenda item 9)**

*Documentation:* ECE/TRANS/WP.5/2015/6

41. The Working Party recalled that in the course of the last three years it addressed the topic of sustainable urban mobility and public transport by organizing a workshop on "Urban Transport and Mobility" during its twenty fifth session (3–5 September 2012) and

by preparing a report-publication on “Sustainable urban mobility and public transport” which was published by ECE during 2015.

42. Furthermore, the ITC during its seventy-sixth session (25–27 February 2014) encouraged governments and municipalities to support further research on urban transport and mobility provided by UNECE, and suggested that this topic should be addressed in the agenda of WP.5 (ECE/TRANS/240, para 11). Furthermore at its seventy-seventh session (24–26 February 2015) ITC decided to regularly review the developments in urban mobility and transport, and particularly, the inter-linkages between urban, regional, national and international transport networks and services. In this regard, the Committee requested WP.5 to follow-up on this matter (ECE/TRANS/248, para 18).

43. The Working Party considered document ECE/TRANS/WP.5/2015/6 which provided information on main challenges that urban mobility and public transport faces.

44. Furthermore the Working Party took note of the presentation provided by Mr. Andrea Chiappetta, Head of International Relations at the European Services Institute and by Mr. Artur Perchel, Manager Central Eastern Europe at the International Association of Public Transport. Both speakers provide valuable information on several challenges that urban mobility and public transport faces as well as areas where possible cooperation with the Working Party and their organizations would take place or the Working Party could take action. Among other things the following were mentioned:

(a) The arrival of big data is helping traffic control centres respond more quickly to accidents and backups. Transportation data needs to be provided in an open format, up to the minute, and readily accessible to anyone who needs it;

(b) By 2025, the market share of public transport worldwide will be doubled;

(c) Growth in urban density and evolution of motorisation as well as in public transport supply was reported;

(d) The Public transport modal share, the Public transport supply per inhabitant, the Urban density, the Motorisation and the car use were reported as successful modal shift drivers;

(e) The main trends reported were: combined mobility, car sharing and bike sharing;

(f) Also the following trends in public transport funding were reported: Fares are becoming more sophisticated, development of commercial revenue, private sector taking the lead through PPPs, Contribution of direct and indirect beneficiaries (e.g. land value capture);

(g) Increase in public transport supply necessary but not sufficient to improve modal share. It must be complemented by policies that manage the demand for private vehicle travel (e.g. parking restrictions, congestion charging). It must also encompass integrated urban planning and design aimed at increasing density and reducing urban sprawl.

45. The Working Party took note on the information provided by the European Services Institute, UITP and the secretariat and thanked the experts for their contribution. It requested the secretariat to further elaborate this issue by preparing a formal document for the next session which will include discussions that took place and possible proposals for further actions.

## **XI. Climate Change and Transport (agenda item 10)**

### **A. Group of Experts on Climate Change Impacts and Adaptation Transport Networks and Nodes**

*Documentation:* ECE/TRANS/WP.5/GE.3/14

46. The Working Party recalled that at its last session approved the terms of reference (ToR) for the continuation of the work of the Group of Experts on climate change impacts and adaptation for Transport networks and nodes (ECE/TRANS/WP.5/2014/3). Following approval of its terms of reference from both ITC and EXCOM the group held its seventh session on 3–5 June 2015. During that session the Group discussed the results of the first phase, reviewed the main concerns and considerations for impacts of climate change to transport networks and discussed and agreed its programme of work.

47. The programme of work approved includes, among others, the following main tasks:

(a) Take stock of transport networks – road, rail, inland waterways – in the ECE region of international importance and, whenever, needed because of connections with ports; and

(b) Intermodal transport centres of national importance;

(c) Identify, if possible, points of high criticality of these networks and nodes by taking into consideration their degree of international/national importance as well as cargo and passenger flows;

(d) Take stock and use of existing projections – if possible in a GIS environment – on different climate change impacts such as floods, heat waves and droughts (temperature), sea level, strong winds and permafrost;

(e) Match, if possible in a GIS environment, the inventories of transport networks and nodes with the climate change impacts projections with the objective to identify any “hot spots” in the ECE region as well as to address potential extreme hazards to selected inland transport infrastructure;

(f) Make proposals on the scope of related activities of its parent body, the Working Party on Transport Trends and Economics (WP.5).

48. The Working Party took note of the information provided by the secretariat and requested the secretariat to provide further information on developments of Group of Experts work at its next session.

### **B. Climate Change mitigation: UNECE ForFITS tool**

49. The Working Party was informed by the secretariat about the 2014–2015 developments in the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account.

50. The Working Party took note of the information provided on ForFITS tool and reiterated its support on the further development of this tool. The Working Party requested the secretariat to present any developments on this issue at the next session.

### **C. Diesel engine exhausts**

*Documentation:* UNECE discussion paper

51. The Working Party was informed by the secretariat about developments on the discussion paper “Diesel engine exhausts: Myths and realities” prepared by the secretariat.

52. The Working Party took note of the information provided by the secretariat and requested the secretariat to present any developments on this issue at the next session.

## **XII. Review of the transport situation, transport trends and economics in ECE region (agenda item 11)**

### **A. Transport Trends and Economics 2012–2013: Sustainable Urban mobility and public transport**

*Documentation:* UNECE publication

53. The Working Party was informed by the secretariat about the transport trends and economics 2012–2013: Sustainable Urban Mobility and Public Transport publication, prepared by the secretariat on the basis of country inputs. The secretariat mentioned that the publication is completed and it has been sent to the print shop. The publication is expected to be distributed at the next ITC in February.

54. The Working Party took note of the information provided by the secretariat and appreciated the work done.

### **B. Transport Trends and Economics 2013–2015: Financing Transport Infrastructure**

*Documentation:* ECE/TRANS/WP.5/2015/1

55. The secretariat provided some more information about the transport trends and economics publication theme (ECE/TRANS/WP.5/2013/3): Financing Transport Infrastructure for the period 2013–2015. The secretariat presented formal document ECE/TRANS/WP.5/2015/1 which includes a questionnaire on financing transport infrastructure. It highlighted that some original data should be included on this publication therefore a very short and concise questionnaire should be sent to Governments in order for the secretariat to collect some updated data on new projects on transport infrastructure and its financing for the ECE region.

56. The Working Party took note of the information provided by the secretariat on Transport Trends and Economics 2013–2015: Financing Transport Infrastructure. It approved the questionnaire prepared and requested the secretariat to distribute it to all ECE member States and inform about any developments on this transport trends and economics publication at its next session.

### **C. Transport trends and challenges in the road sector**

*Documentation:* Informal document No. 6

57. The representative of IRU, Mr. Jens Hugel, gave a presentation on transport trends and challenges in the road sector.

58. He mentioned that since 2009 there were a radical increase on trucks registration in OECD countries and rather stable situation on GDP development and road freight transport. He also pointed out that in BRIC<sup>1</sup> countries a radical increase on trucks registration was taking place until 2010 which stabilized since then. He recalled that the key findings from the IRU NELTI were that the 57% of transport time is lost at border crossings and that 38% of transport costs is due to unofficial levies. He reiterated that the implementation of UN facilitation instruments is the key for goods efficient crossing of the borders and especially the implementation of TIR and of Harmonization Convention.

59. The Working Party expressed its appreciation to IRU for the presentation on the analysis of recent road transport trends and challenges and invited IRU to provide an update on relevant developments in the road sector at its twenty-ninth session in 2016.

#### **D. Transport trends and challenges in the rail sector**

*Documentation:* Informal document No. 7

60. The representative of UIC, Mr. Airy Magnien, gave a presentation on transport trends and challenges in the rail sector.

61. He provided information on trends and challenges for rail sector by using data retrieved by the report of UIC called synopsis which provides provisional data on annual basis for all continents, the length of lines, rolling Stock, the average staff strength, the train performance in train-km, the rail traffic in pass., pass-km, tonnes, tonne-km and the high speed traffic. He pointed out that in passenger-kilometres an increase of 7.2% is reported worldwide between 2007 and 2014. However for the same period a decrease of 1.0% and of 2.8% is reported for tonne-kilometres and length of lines respectively. For passengers traffic an increase trend was reported worldwide that reflects the increasing trend in Asia, Oceania and Middle East having a rather stabilized situation in all other regions. In rail freight transport the situation is reported stable since 2007. In high speed traffic Chinese railways reported 144.6 billion in passengers-kilometres, Japanese railways 89.2 billion and SNCF 50.7 billion.

62. The Working Party expressed its appreciation to UIC for the presentation on the analysis of recent rail transport trends and challenges and invited UIC to provide an update on relevant developments in the rail sector at its twenty-ninth session in 2016.

#### **E. Transport trends and challenges in the inland waterways sector**

63. The secretary of Working Party on Inland Waterways, Mrs. Victoria Ivanova, gave a presentation on transport trends and challenges in the Inland Waterways sector.

64. She provided some information on the length of inland waterways of UNECE member states. Furthermore, she provided statistical analysis on carriage of goods by inland waterways in the UNECE region where in most of the countries a decrease was observed in both national and transit. The cargo transported by inland waterways had a significant increase in 2010–2011 but it remained stable since then.

65. Regarding the structure of the IWT labour market the following conclusions could be drawn:

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<sup>1</sup> Brazil, Russian Federation, India and China



(a) Overall, fragmented regulation with some remarkable harmonization improvements, but still quite large amount of disparities;

(b) Many elements with complicated consequences on working conditions; economic crisis, worker mobility increase trend, increase in vessel size, open registries, manning agencies, enforcement in irregular manner;

(c) Decent work for all inland navigation personnel.

66. The Working Party expressed its appreciation to the secretariat for the presentation on the analysis of recent inland water transport trends and challenges and requested the secretariat to provide an update on relevant developments in the inland waterways sector at its twenty-ninth session in 2016.

## **F. UNECE Transport Statistics analysis**

67. The secretary of Working Party on Transport Statistics, Mr. Ould Khou Sid Ahmed, gave a presentation on transport statistics analysis of UNECE.

68. The main indicators that are being analysed by UNECE transport statistics are the road safety, transport infrastructure, railway traffic, railway vehicles, road traffic, road vehicle fleet and inland waterway vessels and traffic. Common methodologies to facilitate and improve the collection of information on road and rail traffic flows and infrastructure parameters from surveys and censuses have been developed. The E-Road Census is a long tradition. It is a unique international road census providing comparable data on traffic flows on main European roads. It is also an important tool for transport policy. The dissemination of Transport Statistics takes place through publications (the Annual Bulletin of Transport Statistics (ABTS), the Statistics of Road Traffic Accidents in Europe and North America) and data on E Road/E Rail Traffic Censuses and the online database.

69. The Working Party appreciated the information provided by the secretariat. It requested the secretariat to provide more information on transport statistics for the ECE region at the next session.

## **XIII. Technical assistance to countries with transition economies (agenda item 12)**

*Documentation:* Informal document No. 8

70. The secretariat informed the Working Party about activities in technical assistance to countries with transition economies. The Working Party noted that assistance in the field of transport is focused, but not limited to strengthening the capacity of countries of Eastern and South-eastern Europe, South Caucasus and Central Asia, in particular the landlocked countries. Furthermore, assistance related to the work of the Transport Division is provided to other member States. Technical assistance activities aim at acceding to and implementing United Nations legal instruments, norms and standards, transferring know-how as well as sharing best practices in transport.

71. The Working Party noted among other the following activities:

(a) The on-going UNDA 8th tranche global project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” will result in increased national capacity to utilize international standard electronic messages in the field of transit procedures, in particular business-to-customs electronic information and increased capacity to exchange secure electronic transit information between customs of different countries.

(b) The 9th UNDA tranche project “Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition” started in August 2015. The project will seek to assist four low- or middle-income countries (Albania, Georgia, the Dominican Republic and the Lao People’s Democratic Republic) to address their priority road safety needs by undertaking Road Safety Performance Reviews.

(c) The good example of synergies between the substantive focal point for road safety and the Regional Advisor in terms of financing of the activities was:

(i) regional road safety workshop organized in Belgrade on 15–16 October 2014;

(ii) a special one-day round table on exploring the use of UN road safety legal instruments to address powered two-wheeled vehicles safety policies in low and middle income countries (Geneva, March 2015).

(d) The SPECA Project Working Group on Transport and Border Crossing Facilitation (PWG-TBC) is one of the permanent areas of TA activities. Part of the activities within SPECA PWG-TBC was supported by annual grant from Kazakhstan to facilitate the preparation of SPECA PWG-TBC and provide participation of some SPECA delegates.

72. The Working Party took note of the information provided by the secretariat on progress made in technical assistance to countries with economies in transition and requested the secretariat to provide information at the next session.

#### **XIV. Transport and Competitiveness (agenda item 13)**

73. The Transport Development Index (TDI) was developed by the Transport Division as a result of the Division’s project “Supply chain challenges for transport”. The project was initiated by the Working Party on Transport Trends and Economics (WP.5) in September 2008 and accepted by the ITC in 2009. The Transport Division organized a round table with experts in December 2009.

74. The objective of the TDI is to provide a measurement of the performance of national transport systems bearing in mind its importance for overall sustainable development. The TDI is developed by aggregation from the set of indicators used to quantify the effectiveness of national transport systems – in light of the three pillar approach for sustainable development.

75. More information about the project could be found at the Informal document WP.5 (2013) No. 9. The next meeting of the Task Force will be held pending the completion of the draft methodology (possibly in the spring 2016).

76. Sweden reiterated its interest to be the pilot country by providing data in order to test and evaluate the TDI.

77. The Working Party took note of the information provided by the secretariat on the TDI and requested the secretariat to provide information at the next session.

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## **XV. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 14)**

*Documentation:* ECE/TRANS/247

78. The Working Party took note of the decisions of the seventy-Seventh session of the Inland Transport Committee (24–26 February 2015) related to its areas of work and it requested the secretariat to provide information on this issue at the next session.

## **XVI. Programme of work and biennial evaluation for 2016–2017 (agenda item 15)**

### **A Draft programme of work and biennial evaluation for 2016–2017**

*Documentation:* ECE/TRANS/WP.5/2015/7

79. The Working Party recalled that, at its twenty-sixth session on 10–12 September 2013, it had approved indicators of achievement for measuring its expected accomplishments in 2014 and 2015 (ECE/TRANS/WP.5/54, para. 77). In accordance with the decision of the ITC to review its programme of work every two years, the next review being in 2016, the Working Party reviewed and adopted its programme of work for 2016–2017 as well as the relevant parameters for its biennial evaluation as amended. The amended programme of work for 2016–2017 and the expected accomplishment indicators are contained in the Annex I of this document.

### **B Draft work plan for 2016–2020**

*Documentation:* ECE/TRANS/WP.5/2015/8

80. As requested by the ITC Bureau on 20 June 2011, the Working Party reviewed and approved its traditional 4-year work plan for 2016–2020 as amended, in addition to the mandatory programme of work and biennial evaluation for 2016–2017 (see above). The amended 4-year work plan for 2016–2020 is contained in the Annex II of this document.

## **XVII. Other business (agenda item 16)**

81. No other business was reported.

## **XVIII. Date of next session (agenda item 17)**

82. The Working Party's twenty-ninth session is tentatively scheduled to take place in Geneva from 5 to 7 September 2016.

## **XIX. Adoption of the main decisions (agenda item 18)**

83. The Working Party adopted the list of main decisions of its twenty-seventh session and requested the secretariat and the Chair to prepare the full and complete report for

circulation to the members of the Working Party for comments on items other than those in the list of main decisions.

## Annex I

### Amended programme of work and Biennial Evaluation 2016–2017

#### I. Mandate

1. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, the next review being in 2016 (ECE/TRANS/200, para. 120), the Working Party on Transport Trends and Economics (WP.5) is requested to review and adopt its programme of work for 2016–2017 as well as the relevant parameters allowing for its biennial evaluation.

#### II. Programme of work for 2016–2017

##### A. Introduction

2. The present document sets out the draft programme of work of the Inland Transport Committee's subprogramme relating to "Transport Trends and Economics" for the biennium 2016–2017. The Working Party on Transport Trends and Economics is invited to consider the programme for subsequent adoption it at its current session. It will then be submitted to the Inland Transport Committee (ITC) and the Economic Commission for Europe (ECE) Executive Committee for formal approval. The Working Party and the Inland Transport Committee will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities proposed to be carried out in 2016–2017. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of activities into clusters is exactly the same as that used by the Inland Transport Committee for the biennial evaluation of its subprogramme performance.

5. The following clusters of activities make up the UNECE's subprogramme on Transport:

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics (including Euro-Asian transport links)
3.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
4.	Rail transport and Trans-European railway (TER) project
5.	Inland waterway transport
6.	Intermodal transport and logistics
7.	Customs questions affecting transport

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8. Transport, Health and Environment Pan-European programme (THE PEP)
  9. Transport of dangerous goods (UNECE)
  10. Transport of dangerous goods (ECOSOC)
  11. Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
  12. Transport of perishable foodstuffs
  13. Transport statistics
  14. Road transport and Trans-European network for motorway (TEM) project
  15. Road traffic safety
- 

6. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2016–2017. As necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are clearly indicated as “additional”.

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material; and (c) technical cooperation, including seminars, workshops, training sessions, advisory services.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in section III of this document.

9. The present document is based in substance on the programme of work for 2014–2015 as adopted in 2014 by the Inland Transport Committee (ECE/TRANS/240, paras. 99–104, ECE/TRANS/2014/23, ECE/TRANS/2014/24).

## B. Objective and strategy

10. The objective of the UNECE subprogramme of transport is 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 transport.

11. The responsibility for the subprogramme is vested in the Transport Division.

## C. Outputs/activities to be delivered in the 2016–2017 biennium

### Subprogramme: 02 Transport

#### Cluster 2

#### Transport trends and economics (including Euro-Asian transport links)

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##### *Description of cluster (optional)*

##### *Expected accomplishments from this cluster*

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The Working Party on Transport Trends and Economics (WP.5) provides a forum for the exchange of ideas about the progress, challenges **and topical issues** concerning sustainable inland transport across the pan-European region. Its main objective is to enhance the understanding of the main inland transport

- Better understanding by member States of the main transport trends and developments in the ECE region;
  - Strengthened cooperation in the development of Euro-Asian transport links.
-

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>trends and developments in the ECE region and strengthen international cooperation to develop sustainable transport systems. Its area of work includes the study of economic aspects of transport taking into account (i) the integration process going on within the ECE region, and (ii) the reform processes under way in member countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development. It also works towards improving inter-modal coordination and integration with a view to establishing a sustainable European transport system. Its area of work is expanded to cover the development of Euro-Asian transport links, the climate change impact and adaptation for transport networks <b>and nodes</b>, the sustainable urban transport and mobility, <b>including public transport, transport security</b> and innovative ways for financing transport infrastructure <b>including benchmarking on transport infrastructure construction costs</b>.</p> <p>Main Actions :</p> <ul style="list-style-type: none"> <li>• Act as secretariat to the Working Party on Transport Trends and Economics;</li> <li>• Facilitate exchange of data between member countries on transport policy developments;</li> <li>• Coordinate cooperation between governments and other actors (intergovernmental and non-governmental organizations, regional economic integration organizations, private sector and academia);</li> <li>• Provide technical and administrative assistance to countries with economies in transition.</li> </ul>	

#### *Other activities within the cluster*

The Expert Group on Euro-Asian Transport Links supports the implementation of identified priority projects and promotes the inclusion of all identified Euro-Asian Transport routes in the respective international network agreements. It also addresses obstacles to the smooth movement of goods across international borders, and continues to further strengthen the capacity of national officials from various agencies dealing with border-crossing formalities and procedures. The Group continues its work aiming at coordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analysing economically viable inland transport options, examining non-physical obstacles and collecting transport flows data in the EATL region; strengthen national capacities; share experience and best practices along the Euro-Asian transport routes; and further develop and update Geographic Information System (GIS) database. Continuation of the work in a new Phase III with:

- Coordination of infrastructure planning;
- Evaluation and prioritization of infrastructure projects;
- Study and analysis of economically viable inland transport options;

- Examination of non-physical obstacles and collection of transport flows data in the EATL region;
- Strengthening of national capacities;
- **Facilitation of coordination of integrated time schedules and tariffs for the nine rail and road transport links;**
- **Promotion of Euro-Asian inland transport routes and development of an integrated marketing strategy;**
- Sharing of experiences and best practices along the Euro-Asian transport routes;
- Further development and update of the Geographic Information System (GIS) database and presentation of Final Report of its accomplishments under Phase II.

**The Group of Experts on climate change impacts and adaptation for transport networks and nodes (duration: two years), funded by existing secretariat resources, along with additional financial support from participating countries and other international organizations and bodies concerned, will take stock of the available data and analyses of climate change impacts on international transport networks in the ECE region and beyond and prepare recommendations to member governments with a view to improving the long-term sustainability of international transport and set best examples of national policies addressing vulnerability of transport networks among member States.**

**The Expert Group is expected to:**

- **Identify and establish, if possible, inventories of transport networks in the ECE region which are vulnerable to climate change impacts, if possible in a geographic information system (GIS) environment;**
- **Use/develop models, methodologies, tools and good practices to address potential extreme hazards (e.g. high temperatures and floods) to selected inland transport infrastructure in the ECE region under different scenarios of climate change;**
- **Identification and analysis of case studies on the potential economic, social, and environmental consequences of the climate change impacts and provide a cost/benefit analysis of the adaptation options.**

**The newly established Group of experts on benchmarking transport infrastructure construction costs (duration: two years), funded by existing secretariat resources, along with additional financial support from participating countries and other international organizations and bodies concerned, will take stock of the available data and analyses on methodologies and models for the evaluation of transport infrastructure constructions costs, of terminologies and definitions used for determining the related costs in the construction of inland transport infrastructure (roads, railways, inland water transport and intermodal transport) and will collect data in order to perform a benchmarking of the transport infrastructure construction costs along the ECE region.**

**The Expert Group is expected to:**

- **Identify models, methodologies, tools and good practices for identifying and evaluating transport infrastructure construction costs;**
- **Identify and list terminologies used in ECE region for construction costs of inland transport infrastructure; if possible, create a glossary of agreed terminologies and related explanations;**



- **Collect and analyse data in order to prepare a benchmarking of transport infrastructure construction costs along the ECE region.**

### **Outputs/activities**

#### *(a) Meetings and related parliamentary documentation*

- 2.1 Working Party on Transport Trends and Economics (**twenty-ninth session, 2016, thirtieth session, 2017**) (12 meetings).

##### *Documentation:*

**Agendas of the sessions (2); Reports of the sessions (2); documents addressing topical issues and trends in transport including financing, transport networks and ports hinterland connections (12); on Euro-Asian Transport Links (EATL) project (2), on the transport situation and emerging trends in the ECE region (2), on urban mobility and public transport (2), on climate change, air pollution and transport (2), four years' work plan, program of work and biannual evaluation (2).**

- 2.2 Scheduled sessions of the Expert Group on Euro-Asian Transport Links (2016–2017)

##### *Documentation:*

**Agendas of the sessions (5), Reports of the sessions (5); documents related to integrated time schedules and tariffs (2), documents related to integrated marketing strategy(2), documents related to Geographic Information System (GIS) database (2), final report of the group of experts (2), other relevant to the work plan of the group of experts documents (3);**

- 2.3 Scheduled sessions of the Expert Group on Climate Change Impacts and Adaptation for transport networks and nodes (2016–2017)

##### *Documentation:*

**Agendas of the sessions (6), Reports of the sessions (6); relevant to the work plan of the group of experts documents (4); documents related to inventories of transport networks (2), documents related to models, methodologies, tools and good practices to address potential extreme hazards (2), documents related to case studies on the potential economic, social, and environmental consequences of the climate change impacts (2), documents related to cost/benefit analysis of the adaptation options (2), documents related to Geographic Information System (GIS) database (2), final report of the group of experts (2);**

- 2.4 Scheduled sessions of the Expert Group on benchmarking transport infrastructure construction costs (2016–2017)

##### *Documentation:*

**Agendas of the sessions (6), Reports of the sessions (6); relevant to the work plan of the group of experts documents (4); documents related to models, methodologies, tools and good practices for identifying and evaluating transport infrastructure construction costs (2), documents related to terminologies used in ECE region for construction costs (2), documents related to glossary of agreed terminologies (2), documents related to benchmarking of transport infrastructure construction costs (2), final report of the group of experts (2);**

#### *(b) Publications and other information material*

- 2.5 Final Report of the EATL Phase III (**late 2016**);

- 2.6 Update of the Geographic Information System (GIS) database (2016-2017 recurrent);
- 2.7 Transport Trends and Economics 2016 publication on financing transport infrastructure (2017);
- 2.8 **Final Report of the Group of Experts on Climate Change Impacts and Adaptation for transport networks and nodes (2017);**
- 2.9 **Final Report of the Group of Experts on benchmarking transport infrastructure construction costs (2017).**

(c) *Technical cooperation*

- 2.10 Questionnaire on the **Transport Trends and Economics publication** and production of a report to inform the Working Party and to promote cooperation in areas of mutual interest;
- 2.11 UNECE questionnaires on EATL priority projects, **on integrated time schedules and tariffs and on updating the Geographic Information System (GIS) database** to collect and disseminate the necessary information for continuation of the project;
- 2.12 Organization of **annual workshops on topics of interest of working party based on the program of the work.**

### III. Biennial Evaluation

12. On the basis of decisions taken at its twenty-second session in September 2009 (ECE/TRANS/WP.5/46), the activities of the Working Party are measured, as part of the biennial evaluation, against one expected accomplishment, three indicators of accomplishment and corresponding performance measures. In February 2010, this approach was approved by the Inland Transport Committee as part of the performance planning for evaluation of the biennium 2010–2011 (ECE/TRANS/2010/7).

13. The Working Party may wish to review these parameters as well as the actual performance measures for 2014–2015 as provided below with a view to either maintaining them or establishing new ones for the biennium 2016–2017.

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*Biennial Assessment*

*Review of performance measures for 2014–2015 and establishment of targets for 2016–2017*

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<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
2. 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 as well as strengthened cooperation on the development of Euro-Asian transport links.	1. Number of countries participating in meetings of the Working Party and Expert Group meetings.	Target for 2014–2015: 37 Number of Countries in 2014 sessions: 53 Number of Countries in 2015 sessions: ____ <b>Target for 2016–2017: 50</b>

*Biennial Assessment**Review of performance measures for 2014–2015 and establishment of targets for 2016–2017*

<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
		2. Level of satisfaction of participants regarding usefulness of information, meetings and activities as reflected in surveys to be conducted.	Target: 2014–2015: 75 per cent positive.  <b>Target: 2016–2017: 75 per cent positive</b>

## Annex II

### Amended Work plan for 2016–2020

#### Note by the secretariat

1. As requested by the Inland Transport Committee (ITC) Bureau at its sixth meeting on 20 June 2011, the Working Party should review and approve its traditional 4-year work plan for 2016–2020 in addition to the mandatory programme of work for 2016–2017 and biennial evaluation (ECE/TRANS/WP.5/2015/8).

2. The text of the work plan reproduced below is based on the work plan, approved by the ITC on 27 February 2014 (ECE/TRANS/240, para. 105, ECE/TRANS/2014/26) and the Working Party on Transport Trends and Economics at its twenty-sixth session (ECE/TRANS/WP.5/54, para. 77). The changes proposed are in **bold** (text to be added) or ~~strikethrough~~ characters (text to be deleted).

#### I. Programme Activity 02.2: Transport Trends and Economics

Review of general trends with regard to transport development and transport policy, and analysis of specific transport economic issues Priority: 1

*Description:*

Review and exchange of information on general trends in the development of transport and of specific transport economic issues including transport development in the Mediterranean Region. *Work to be undertaken:*

The Committee and the Working Party on Transport Trends and Economics (WP.5) will consider and carry out the following activities:

##### A. Continuing Activities

1. Study of economic aspects of transport taking into account (i) the integration process going on within the UNECE region, and (ii) the reform processes under way in member countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development.

*Output expected:*

Report on transport developments every 2 years (**2016**). Priority: 2

2. Periodical review of new important policy developments **or of new topical issues** relating to inland transport in UNECE member countries in order to make the medium- and long-term evolution of transport more transparent **but also in order to further facilitate discussions and analysis of these issues that might lead to future concerted actions possibly with other working parties**. The Working Party will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport and **will** take into account the findings arrived at during international meetings focusing on salient issues of transport development.

*Output expected:*

Reports on developments in inland transport of member countries (every **two** years; next report: **(2016)**). Priority: **2**

3. Monitoring of the developments relevant to the Pan-European Transport Corridors in cooperation with the EC.

*Output expected:*

Report on progress made in the implementation of the Pan-European Transport Corridors. Priority: 1

4. Study of the interrelationship of the UNECE Agreements (AGR, AGC, AGTC and its Protocol, AGN) and the UNECE projects (TEM, TER and EATL) with the Pan-European transport network planning procedure with a view to:
  - (a) indicating the major international transport routes to be considered for improvement and modernization, establishing priorities and a timetable taking into account those parts of the networks where there are bottlenecks and missing links;
  - (b) assessing the cost of this infrastructure plan and making suggestions for financing it.

*Output expected:*

**Preparation** of a biannual report **or workshop or set of presentations** on coherent European system of international transport infrastructure. Priority: 1

5. Implementation of Phase III of the Euro-Asian transport links work under the related expert group, as well as continuation of co-ordinating infrastructure planning, evaluating and prioritizing of infrastructure projects; studying and analyzing economically viable inland transport options; examining non-physical obstacles and facilitating international transport along EATL routes; collecting transport flows data in the EATL region; strengthening national capacities; sharing experience and best practices along the Euro-Asian transport routes; and further developing and updating the Geographic Information System (GIS) database.

*Output expected:*

Final Report on Euro-Asian transport links Phase III (within 2015). **Possible continuation of the work beyond 2015 if experts have not finalized their final report during 2015.**

Priority: 1

6. Financing schemes of transport infrastructure

*Output expected:*

Report on national experiences

Priority: 1

7. Development of efficient management frameworks for transport infrastructure maintenance and operation, thus optimizing the need for new investments (linked to the development of the Quality-of-Service concept). **Concerted actions towards the benchmarking of transport infrastructure construction costs.**

*Output expected:*

Report on the **benchmarking of transport infrastructure construction costs**

Priority: 2

8. Improving inter-modal coordination and integration with a view to establishing a balanced European transport system. This also includes activities related to seaports **and their hinterland connections** as important nodal points for a change of transport mode.

Priority: 2

9. Assistance regarding institutional adaptation of government administration and of transport enterprises to market economy. This also includes support through the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).<sup>2</sup>

*Output expected:*

Annual report for information

Priority: 1

10. Strengthening of cooperation with the Mediterranean Study and Training Centre, to enable all UNECE countries to benefit from the activities carried out including the organization of workshops. The Working Party will also analyze evolution of transport developments in the Mediterranean basin and the Black Sea region, as well as consider information on the Europe/Africa Permanent Link through the Strait of Gibraltar.

*Output expected:*

Production of an annual report for information on the activities of the Study and Training Centre.

Priority: 2

Biennial report for information on the progress made in the analysis of the Europe/Africa Permanent Link through the Strait of Gibraltar

Priority: 3

11. **Review on a regular basis of the developments in urban mobility and transport, including public transport and particularly, the inter-linkages between urban, regional, national and international transport networks and services.**

Priority: 2

## **B. Activities of a limited duration**

1. **Work on adaptation aspects of Climate Change and Transport under the continuation of the Group of Experts on climate change impacts and adaptation for transport networks and nodes.**

*Duration:* two years (2015–2017)

*Output expected:*

**Report of policy-oriented recommendations that aim to improve the long-term sustainability of international transport in areas such as: infrastructure, risk-assessment methodology, evaluation of adaptive measures, risk management, training tools, and cross-border information sharing by national transport authorities.**

Priority 1

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<sup>2</sup> A detailed list of subjects is circulated in document TRANS/1999/11.

2. **Work on benchmarking of transport infrastructure construction costs under the establishment of a new group of experts on benchmarking transport infrastructure construction costs.**

*Duration:* two years (2015–2017)

*Output expected:*

**Report on models, methodologies, tools and good practices that identify and evaluate transport infrastructure construction costs; on a glossary of agreed terminologies and related explanations as well as on data that benchmarks different transport infrastructure costs along the ECE region.**

**Priority 1**

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