


Economic Commission for Europe
Inland Transport Committee
Working Party on Transport Trends and Economics
Thirty-third session

Geneva, 7–9 September 2020

Report of the Working Party on Transport Trends and Economics on its thirty-third session
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I. Attendance

1. The Working Party on Transport Trends and Economics (WP.5) held its thirty-third session from 7 to 9 September 2020. The meeting was chaired by Mr. P. De Wildt (Netherlands) and was attended (both virtually and in-person) by 144 delegates. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, Denmark, Finland, France, Georgia, Germany, Greece, Hungary, Israel, Italy, Kazakhstan, Latvia, Lithuania, Netherlands, Poland, Romania, Russian Federation, Turkey, United Kingdom of Great Britain and Northern Ireland and Uzbekistan. Representative of India attended under Article 11 of the Terms of Reference of ECE. Representatives of the European Union were also present.
2. The following United Nations organizations and specialized agencies were represented: International Labour Organization (ILO), Trans-European Motorway Project (TEM), Trans-European Railway Project (TER), United Nations Conference on Trade and Development (UNCTAD), United Nations Economic and Social Commission for Western Asia (ESCWA), United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS), World Health Organization (WHO) and World Trade Organization (WTO).
3. The following intergovernmental organizations were represented: Asian Development Bank, Centre for Transportation Studies for the Western Mediterranean (CETMO), Islamic Development Bank, Organization for Security and Co-operation in Europe (OSCE), Standing Committee for Economic and Commercial Cooperation of the Organization of the Islamic Cooperation (COMCEC) Coordination Office, Union for the Mediterranean and World Customs Organization (WCO).
4. The following non-governmental organizations were represented: Chamber of Commerce and Industry of Serbia - Association for Transport, European Cyclists' Federation, Institute for Safety and Security, Institute for Security and Safety, Institute for Security and Safety, Brandenburg University of Applied Sciences, International association of electric urban transport operators, International Association of logistic business, International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), ORIGONE, Reenergia, Rossada Innovative Solutions, Taxistop vzw, Trip Convergence Ltd, University of Belgrade, University of Jordan, World Bicycle Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/67

5. In accordance with the Commission's rules of procedure, WP.5 adopted the provisional agenda for its thirty-third session as contained in ECE/TRANS/WP.5/67.
6. At the outset of the session, the secretariat informed the Working Party that in response to the COVID-mitigation measures; the liquidity crisis as well as the Strategic Heritage Plan (SHP) constraints the Conference Service of the United Nations Office in Geneva can only provide a reduced service which resulted in the following arrangements:
 - 7 September 2020 (formal session, held in-person and in Interprefy in the three ECE working languages from 10h00-12h00 and 14h00-16h00).
 - 8 September 2020 (formal session, held in-person and in Interprefy from 10h00-12h00) followed by an informal session (in English only) held in-person and in WebEx on 8 September 2020 from 15h00-18h00 and 9 September 2020 from 10h00-12h45 and 14h00-18h00).
7. The Working Party took note of the information provided by the secretariat and expressed its regret it did not receive a full service.

III. Workshop on Economic analysis of the transformation of urban transport systems (agenda item 2)

Documentation: Informal document No. 1

8. On 9 September 2020, further to a request of the Working Party at its thirty-second session the secretariat organized an expert round table on economic analysis of the transformation of urban transport systems. In preparation for the expert round table, the secretariat had in spring 2020 issued an official call for abstracts including through the Transport Health and Environment Pan-European Programme (THE PEP) Steering Committee and the ECE Urban Development, Land Management and Housing Committee. Interested stakeholders, including city authorities, urban and spatial planners, national Ministry of Transport/ Mobility experts, NGOs and academia had been invited to send abstracts on case studies discussing transport policy cost-benefit analyses being implemented or designed in a variety of cities of different sizes with a focus on one of the three policy categories “Avoid policies”, “Shift policies” and “Improve policies” or combinations thereof (i.e. policy mixes). The workshop featured speakers on selected case studies as well as policy makers and academia from a varied group of countries, including the United States of America, Belgium, Italy, New Zealand, the Russian Federation and Switzerland.

9. At the outset of the workshop, the secretariat launched the Handbook on Sustainable Urban Mobility and Spatial Planning – Promoting Active Mobility. This publication has been designed to assist member States in integrating transport, health, quality of life and environmental objectives into urban and spatial planning policies. It provides many references to case studies, good practices and examples from cities across the ECE region (and beyond) covering a wide array of thematic areas, including: the future of sustainable urban mobility; spatial planning in function of sustainable urban mobility and accessibility; public transport planning as a cornerstone of sustainable urban mobility; active mobility and how it promotes health and the environment; and the potential of Intelligent Transport Systems in an urban context. The Handbook, which was funded by the Government of the Russian Federation, was prepared under the auspices of the WP.5 and THE PEP Steering Committee. The publication puts forward a methodology for sustainable urban transport planning which served as a methodological basis for the workshop. It is available in English and Russian languages on the ECE website: www.unece.org/trans/publications/trends-and-economics.html.

10. Participants in the workshop identified urban transport systems as a key enabler for the sustainable development of cities, providing urban dwellers with access to jobs, education, health care or commerce and offering seamless links among the various markets. Participants agreed that the more effective and efficient the urban transport system is (i.e. the better it facilitates access to various markets and places of interest and effectively links them), the more opportunities there are for cities and their inhabitants to develop and prosper.

11. Participants agreed that efficient urban transport needs to satisfy the numerous and diverse requirements of metropolitan mobility by:

- Providing accessibility to a variety of locations at affordable pricing.
- Minimizing travel times between those various locations.
- Internalizing transport system externalities such as air pollutants, noise emissions, road accidents and others with a view to limit negative impacts on citizens well-being and their quality of life while maximizing service quality in a context of “resource constraint” conditions.

12. Participants in the workshop recognised that organizing an effective and efficient urban transport system is not an easy task given the many interdependencies in place requiring a comprehensive, multi-disciplinary approach considering spatial and urban infrastructure planning, social demography and geography as well as urban transit and logistics demands.

13. Participants agreed on the need to continue to explore the development of a sound empirical basis for the development of an analytical model that would help policy makers to

assess suitability of single and/or combined transport policies empowering them to make better informed decisions in the future for transformation of their urban transport systems.

14. The proceedings of the workshop, presentations and all workshop materials have been uploaded on the ECE website at: www.unece.org/trans/wp5/workshop_on_economic_analysis_of_the_transformation_of_urban_transport_systems.html

IV. Development of transport networks and/or links (agenda item 3)

A. Euro-Asian Transport Links

Documentation: ECE/TRANS/WP.5/2020/1, ECE/TRANS/WP.5/2020/2

15. At its thirty-second session, WP.5 invited the secretariat “To consult relevant working parties such as Working Party on Intermodal Transport and Logistics (WP.24), Road Transport (SC.1) and Rail Transport (SC.2) on their ideas for the operationalization of the international corridors. The secretariat was asked to submit to the thirty-third WP.5 session as a working document “A compilation of the contributions from countries including the feedback from the sister working parties on possible ways forward and recommendations to the thirty-third WP.5 session”.

16. In response to this request the secretariat in consultation with WP.24, SC.1, SC.2, SC.3/WP.3¹ and WP.30² prepared document ECE/TRANS/WP.5/2020/1 which provides a consolidated set of inputs from relevant ECE Working Parties on operationalization of international corridors.

17. The Working Party took note of the proposals from the secretariat contained in this document to enhance transport connectivity in ECE region and linkages with other regions and sub-regions. The Working Party decided to continue considerations of the issues related to Euro-Asian and Euro-African connectivity in accordance with its mandate and requested the secretariat to cost-effectively explore the possibilities to invite additional participants representing Governments, private sector and the scientific community, as well as representatives from other regions, to present their views at the next session of WP.5. The Working Party also expressed interest to include the issues of transport trends in supply chains, specifically in post-COVID period, and with a special focus on the potential impacts on the transport corridors, for consideration at its next session.

18. The Working Party furthermore invited the secretariat to provide additional details on the proposals and feedback from the ECE members on the operationalisation of the Euro-Asian Transport Links (EATL), in particular from those countries most concerned by the individual corridors, at its next session in 2021.

19. In this regard the secretariat indicated it stood ready to organize informal consultations with Governments and other stakeholders concerned ahead of the thirty-fourth session of the Working Party.

20. At its eighty-first plenary session (19–22 February 2019, Geneva), the inland Transport Committee (ITC) adopted its Strategy until 2030. With the adoption of this Strategy the ECE member States and ninety-six other United Nations Member States as Contracting Parties to the legal instruments administered by ECE set a vision to make ITC the United Nations platform for inland transport to help efficiently address global and regional needs. At its eighty-first session, the Committee also invited its subsidiary bodies to take follow-up actions to align their work with the ITC Strategy (ECE/TRANS/288, paras. 15 (a) and (c)). In response to this invitation, WP.5 at its thirty-second session reviewed its activities and agreed on six main clusters of work included in its long-term 2020–2030 programme of work.

¹ Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

² Working Party on Customs Questions Affecting Transport

21. Document ECE/TRANS/WP.5/2020/2 prepared by the secretariat provides an overview of synergies between this long-term 2020–2030 programme of work and the priority actions of the Strategy included under the ITC’s fourth role as a “United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility”. The document underlines that while the work of the Working Party is already fully aligned with the Strategy, the Working Party may take additional steps to fully embody the fourth role of the ITC on promoting and enhancing sustainable regional and interregional connectivity. The document in this regard suggests that the Working Party could annually (or biennially) host an “interregional sustainable connectivity forum” in cooperation with the Economic and Social Commission for Asia and the Pacific (ESCAP), and other interested partner organizations.

22. The Working Party took note of ECE/TRANS/WP.5/2020/2 which elaborates on its role in implementing the ITC strategy. The Working Party agreed that regular exchange of information on interregional connectivity, and in accordance with its long-lasting achievements and mandates, may be beneficial, however, the Working Party would like to consult the Inland Transport Committee through its Bureau for further advice on possible ways forward.

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

Documentation: ECE/TRANS/WP.5/2020/3, ECE/TRANS/WP.5/2020/4

23. The TEM and TER project managers informed WP.5 respectively about the TEM and TER activities implemented over the reporting period 2019–2020 as contained in ECE/TRANS/WP.5/2020/3 and ECE/TRANS/WP.5/2020/4.

24. The main TEM activities focused on: (a) strengthening capacities of TEM participating Governments regarding network development and funding strategies; (b) preparation of high-quality deliverables and reports based on the workshop deliberations

25. The main TER activities focused on: (a) elaboration of the TER Backbone Network Annual Report 2020, (b) Launch of two studies on compliance of TER countries infrastructure to technical parameters identified in international legal instruments and a GIS project (TER strategy 2025).

26. WP.5 took note of the information provided.

C. Trans-European Transport Network

27. The European Commission (EC) representative briefed WP.5 about the Trans-European Transport Network (TEN-T) evaluation process initiated in spring 2019 and carried out alongside the revision of the European Union Alternative Fuels Infrastructure Directive and of the Rail Freight Corridor Regulation. The review process builds on the 2019 European Green Deal which confirms the vital role of the TEN-T network in enabling efficient and decarbonised transport systems and on the new European Union Mobility Strategy to be adopted later in 2020. In the framework of this process broad consultations are conducted including with more than 600 transport sector stakeholders (representatives of European industry associations, public sector and civil society). Preliminary results indicate: (a) A need for improved planning and implementation i.e. a renewed focus on cross-border connections and strengthening connectivity with peripheral regions; and (b) Enhanced infrastructure quality i.e. modernization/ up-grades of specific features of the TEN-T network. Strengthening the resilience of international transport systems against emergency situations/ pandemics such as COVID-19 was also emphasized taking into account the critical role of transport systems for the supply chain and the European Union internal market.

28. WP.5 took note of the information provided.

D. Transport in the Mediterranean Region

Documentation: Informal document No. 9

29. The Mediterranean Transport Study Centre (CETMO) updated WP.5 on CETMO activities since the previous WP.5 session. These activities concern five key areas of work: (a) providing technical secretariat to GTMO 5+5, (b) monitoring the Euro-Mediterranean cooperation on transport, (c) collaborating with international organisations, (d) reflections on the transport and logistics sector, and (e) maintaining, and managing the CETMO statistical database. Details on these activities are contained in Informal document No.9.

E. Other initiatives on transport corridors/ links development

30. The EC representative confirmed that the TEN-T network remains open for connectivity beyond European Union borders and mentioned the agreement on network extensions into the Western Balkans and the Eastern Partnership regions as concrete examples in this regard. The representative underlined that TEN-T cooperation with third countries also includes land or land/sea connections towards Asia and towards the Southern Neighbourhood region and that it is planned that these connections will be included in the revised TEN-T network. In conclusion, he highlighted the importance of ensuring fair import/export flows and seamless mobility along transport corridors in order for those to be economically, financially, environmentally and socially sustainable.

31. WP.5 took note of the information provided.

V. Transport infrastructure data (agenda item 4)

A. International Transport Infrastructure Observatory

32. The secretariat reported on the progress in setting up the ECE-led International Transport Infrastructure Observatory, which is developed within the project on Enhancing Regional Transport Infrastructure Connectivity through the establishment of a Geographical Information System jointly with Economic Co-operation Organization and Islamic Development Bank. The Working Party welcomed the progress update of the secretariat regarding the ongoing establishment a Geographic Information System (GIS)-based International Transport Infrastructure Observatory through a project funded by the Islamic Development Bank. In particular, the Working Party appreciated the information shared about the various functionalities the platform was to offer to different user categories (i.e. Governments, international financial institutions and regional economic integration organizations) and the way ahead in making it fully operational. The Working Party requested the secretariat prepare a working document for its thirty-fourth session including: information about the methodology and data sources used; the ways through which data be provided and regularly updated; the data protection mechanisms that should be put in place as well as a more detailed description of the role and responsibilities of all parties involved in the process of establishing and maintaining the platform.

B. Benchmarking Transport Infrastructure Construction Costs

Documentation: ECE/TRANS/WP.5/2020/5, ECE/TRANS/WP.5/2020/6, ECE/TRANS/WP.5/GE.4/2019/1/Rev.2, ECE/TRANS/WP.5/2020/7, ECE/TRANS/WP.5/2020/8, ECE/TRANS/WP.5/2020/9, Informal document No. 2, Informal document No. 3, Informal document No. 4

33. The Working Party welcomed and endorsed the report of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs presented by the Chair and Group members and took note of the challenges experienced by the Group regarding quantity and quality of data as well as the delays in data collection for specific modes such as for intermodal terminals, inland waterways and ports.

34. The Working Party recognized that the report and in particular its components on road and rail transport infrastructure costs provide a useful overview, and therefore endorsed the proposal of the Group to grant an extension of its mandate with one year in order to continue and revamp its data collection efforts across all modes. During this one-year extension the Group of Experts would focus on the following task of its Terms of Reference: “To collect more and better quality data from a larger group of countries on their transport infrastructure construction costs across all inland modes which would result in a more data rich final report by the thirty-fourth session of WP.5 in September 2021.” The representative of Turkey which served as one of the lead countries in the work of the Group of Experts suggested that during this one-year extension attention will also be paid to the benchmarking of transport infrastructure maintenance and operation costs and that the Group should possibly consider this at its forthcoming first session under its extended mandate.

VI. Transport and climate change (agenda item 5)

A. Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport

35. The Working Party took note of the information provided by the secretariat on establishing the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport and on its first meeting planned.

B. Climate Change mitigation: United Nations Economic Commission for Europe For Future Inland Transport Systems tool

36. Because of lack of time, the expected update on the activities related to For Future Inland Transport Systems (ForFITS) could not be delivered by the ECE secretariat.

VII. Inland transport security (agenda item 6)

Documentation: Informal document No. 5

37. A round table on Intelligent Transport Systems and Cyber Security was held under this agenda item as part of a series of events co-organized by the ECE Sustainable Transport Division, in the framework of its annual Inland Transport Security Discussion Forum, and the Office of the Coordinator of OSCE Economic and Environmental Activities (OCEEA). Panellists and participants in the discussions recognized that the increasingly digitalized, interconnected and automated transport system functionalities create a range of new security risks and threats to intelligent transport systems. Keynote speakers from a range of organizations including from the European Union Agency for Cybersecurity (ENISA) the Department for Transport of the United Kingdom of Great Britain and North Ireland, the Institute for Security and Safety (ISS) hosted at the Brandenburg University (Germany) and McKinsey & Company shed light on the ongoing transformation of the automotive sector and its preparedness to mitigate various types of cyber threats. An overview was provided on the work done by the ECE World Forum for Harmonization of Vehicle Regulations (WP.29) and the GRVA Informal Working Group on Cyber Security and Over-the-Air Issues in the road vehicle sector following the adoption of a Guideline on Cyber Security and Data Protection (2016) and of a new United Nations Regulation No. 155 on Cyber Security (June 2020).

38. Participants agreed that given the complexities involved the following issues need to be taken into consideration when addressing cyber security issues:

- Due to the nature of cyber security, regulations are mostly based on the principle of risk-reduction (or mitigation) not risk-elimination;
- Measures should not only focus on the product design, but also take processes and people into consideration. Risk assessments should thus both take into account risks

related to vehicle design as well as broader external risks, such as those within Intelligent Transport Systems;

- As vehicles become more automated and reliant on external data sources and communications, the security of those externalities will be as important as the security of the vehicle. The vehicle therefore needs to be designed (and maintained) with an awareness of the dependence it has on those externalities and how to manage the risks from them; and
- People designing Intelligent Transport Systems need to consider the end-end security of their systems and how it may affect the security and operation of vehicles using them.

39. Participants recognised the value of WP.29 regulations to guide the transport industry to play its role regarding cyber security. At the same time, the important role of nation-state actions in this field was noted as well. Participants agreed that the creation of a set of binding cyber security norms would require a strong inter-governmental dialogue and political will as well as a common understanding of the challenges at hand, the threat actions and threat vectors and the readiness to find an agreement on a performance model for cyber defence in the inland transport sector.

40. The full set of presentations delivered at the workshop including a round table concept note are available here: www.unece.org/trans/areas-of-work/trends-and-economics/activities/working-party-on-transport-trends-and-economics-wp5/events/round-table-on-intelligent-transport-systems-and-cyber-security.html

41. The Working Party welcomed the exchanges and wealth of information shared in the field of intelligent transport systems and cyber security during the expert round table.

VIII. Sustainable urban mobility and public transport (agenda item 7)

Documentation: Informal document No. 6

42. The Working Party welcomed the organization of the workshop on economic analysis of the transformation of urban transport systems held under its auspices on 9 September 2020 (see agenda item 2). It expressed interest to organize in the framework of its thirty-fourth session a thematic discussion on green urban transport. In accordance with the ITC decision (ECE/TRANS/294, para. 42) the Working Party requested the secretariat to continue its efforts to seek synergies with the Committee on Urban Development Housing and Land Management.

43. The Working Party took note of the preparation of the first draft of the cycling module as contained in Informal Document No. 6. It also acknowledged the fact that development of the cycling module requires availability of cycling infrastructure data from many more ECE countries. It appreciated the availability of the draft definitions for various types of cycling infrastructure.

44. The Working Party requested the secretariat to seek closer cooperation with THE PEP secretariat aimed at initiating the discussion within THE PEP Steering Committee on the Cycling infrastructure module and possibly ask the Committee to request the Partnership to also support ongoing data collection efforts, building on work already undertaken by the Partnership for the Masterplan on Cycling Promotion.

45. The Working Party urged ECE countries to work with the secretariat and its partners in supporting the process of data collection on the national cycling routes. It requested the secretariat, subject to a common decision with THE PEP Steering Committee, to prepare a draft infrastructure module for its next session as a formal document, with a particular emphasis on national networks, as well as ideas for the development of a pan-European infrastructure module for cycling, subject to the availability of data from ECE countries.

IX. Review and monitoring of emerging issues and sustainable development goals (agenda item 8)

A. Transport trends and challenges in the road, rail and inland waterway sectors

Documentation: ECE/TRANS/WP.5/2020/10, Informal document No. 7

46. Further to the request of the Inland Transport Committee at its eighty-second session (ECE/TRANS/294/Add.1, para. 14), the Working Party welcomed the research conducted by the secretariat on provisions in existing frameworks and new required areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature including epidemics and pandemics.

47. In particular, the Working Party appreciated the swift establishment by the secretariat of a Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis which held two meetings on 9 June 2020 and 8 September 2020 respectively.

48. The Working Party agreed that the Multidisciplinary Group offered a unique and inclusive multi-stakeholder platform for discussion among Ministries of Transport, Health, Customs and border management officials from across the ECE region and beyond as well as international organizations such as WHO and WCO to exchange views on actions aimed at enhancing the inland transport resilience to and preparedness for future pandemics and/or international emergency situations.

49. The Working Party appreciated ECE/TRANS/WP.5/2020/10 prepared by the secretariat. It agreed that the work of the Multidisciplinary Group should be continued under its auspices. The Working Party also requested the secretariat to include in ECE/TRANS/WP.5/2020/10 additional information from Governments and/ or partner organizations. Such inputs should be provided to the secretariat until the end of September 2020. The document with the additional elaboration should be submitted to the Inland Transport Committee, through its Bureau, for discussion and possible endorsement of actions at its eighty-third session.

50. In particular, the Working Party wished to advise the Inland Transport Committee to consider mandating pandemic stress tests of several of the ECE legal instruments of relevance to international transport and border crossing facilitation (such as TIR/ eTIR, CMR/eCMR and the Harmonization Convention) to be undertaken by relevant Working Parties.

51. The Working Party encouraged to continue its cooperation with the THE PEP initiative on making post-COVID-19 pandemic mobility more environmentally sound, healthy and sustainable. The Working Party also requested the secretariat to explore possibilities to develop a paper gathering experiences from transport authorities in the ECE region and beyond in responding to the COVID-19 crisis.

B. Transport trends and economics 2019–2020

52. There were no evolving transport issues reported nor discussed.

C. Technical assistance to countries with economies in transition

1. Regional Adviser technical assistance

53. The Regional Adviser of the ECE Sustainable Transport Division informed WP.5 about technical assistance activities by ECE to countries with economies in transition (Informal document No. 8). More information was provided on the ITC Capacity Development Action Plan and its initial experiences and future plans. WP.5 took note of the information provided. It requested the Regional Advisor to report on developments on technical assistance to countries with economies in transition at the next session.

2. Sustainable Inland Transport Connectivity Indicators

54. The secretariat provided information on the ongoing implementation of a United Nations Development Account project towards developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN). Emphasis was put on how SITCIN can help countries in assessing the implementation of the Sustainable Development Goals and their commitments under the Vienna Programme of Action for Landlocked Developing Countries. The SITCIN national consultant for Serbia (one of the five pilot countries) shared his experience with implementation of the project from the perspective of one of the beneficiary countries. More information on the SITCIN project is available at: www.unece.org/trans/main/wp5/special_project_development_of_sustainable_inland_transport_connectivity_indicators.html.

55. The Working Party welcomed the information provided by the secretariat on the progress made in implementation of SITCIN project. The Working Party requested the secretariat to table an official document on the SITCIN project possibly at the next session, provided the project can be concluded by mid-2021. This document should provide information in particular on the purposes, tasks, scope, legal base and mechanism of implementation of the SITCIN.

3. Support for Landlocked Developing Countries

Documentation: Informal document No. 8

56. The representative of UN-OHRLLS provided an overview of progress made in the implementation of the United Nations Vienna Programme of Action for Landlocked Developing Countries and listed a number of activities jointly implemented by her office and the ECE Sustainable Transport Division. This includes the conduct of the Vienna Programme of Action (VPoA) Regional Review Meeting for Europe and Asia (Bangkok, February 2019); and a side event on “Modernization of the transit process – opportunities offered by TIR” co-organized with IRU and WCO in the margins of the High-Level Midterm Review of the VPoA (New York, December 2019). The secretariat confirmed its commitment to continue supporting landlocked developing countries (LLDC)s including in the framework of the Roadmap for Accelerated Implementation of the Vienna Programme of Action recently adopted in the virtual side-lines of the United Nations General Assembly.

D. ECE transport statistics analysis

Documentation: Informal document No. 8

57. The secretary of the Working Party on Transport Statistics gave an update on their work, including their COVID-19 data collation on transport impacts (reporting record improvements in air quality, CO₂ emissions, noise and road safety during the crisis and a public transport decrease and car use increase after the crisis). In addition, he presented the results of the ongoing monitoring of the transport-related Sustainable Development Goals and described newly collected data on passenger statistics for trams and metros which play a crucial role in urban mobility.

58. WP.5 thanked for the information provided.

X. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 9)

Documentation: ECE/TRANS/294, ITC Bureau Informal document No. 4 (July 2020), Informal Document No. 10

59. The Working Party considered the information provided by the secretariat on the status and next steps for the implementation of the ITC Strategy until 2030 as contained in an ITC Bureau Informal document No. 4. This document was presented by the secretariat

further to the request by the ITC Bureau which sought the views of the Working Parties on the proposed next steps for the Strategy implementation.

60. The Working Party noted that the document in paragraph 5.22 recognizes its role on interregional inland transport connectivity and corridors, which is fully in accordance with its mandate and programme of work. Furthermore, the Working Party also noted the proposal for it to serve as platform for the promotion of interregional transport through hosting annually or bi-annually Interregional Connectivity Forums. The Working Party reiterated its view to seek the advice of Inland Transport Committee through its Bureau in this regard.

61. The Working Party also noted that the document in paragraph 5.23 suggest that intermodal passenger transport is not covered in the work programme of any working party. The Working Party was of the view that intermodal passenger transport at urban level is covered in its work programme under the cluster of sustainable urban mobility. To this end, the Working Party believed there was no need for the establishment of a group of experts on intermodal passenger transport. The work on intermodal passenger transport beyond city level could possibly also be addressed by the Working Party, if so, agreed by the Inland Transport Committee.

62. Furthermore, the Working Party was informed that a set of draft revisions of the ECE Road Map on Intelligent Transport Systems (Informal Document No. 10) had been prepared by the secretariat of the Informal Working Group on Intelligent Transport Systems (ITS) under the World Forum for Harmonization of Vehicle Regulations. A revision of the ECE Roadmap on ITS had been initiated following Decision 18 of the ITC at its eighty-second session in February 2020 and considering the importance of Intelligent Transport Systems in light of global mega trends and technological developments. The Working Party was informed that the secretariat of the ITS will be holding further consultations with other Working Parties and subsidiary bodies and that Governments will be able to provide their feedback among others through online collaboration tools.

XI. Elections of Officers for the Working Party sessions in 2021 and 2022 (agenda item 10)

63. The Working Party elected Ms. E. de Wit (Netherlands) as its Chair and Mr. S. Andreev (Russian Federation) as its Vice-Chair for its sessions in 2021 and 2022. The Working Party thanked Mr. P. De Wildt for his excellent chairing.

XII. Other business (agenda item 11)

64. There were no other issues raised under this item.

XIII. Date of next session (agenda item 12)

65. The Working Party was informed that its thirty-fourth session was tentatively scheduled to take place in Geneva from 13–15 September 2021.

XIV. Adoption of main decisions (agenda item 13)

66. The secretariat informed the Working Party that in accordance with the special procedures put in place by the Economic Commission for Europe Executive Committee on 20 May 2020 regarding “Arrangements for the UNECE Inland Transport Committee subsidiary bodies to conduct business remotely during the COVID-19 period”³ recommendations on decisions will be submitted after the conduct of the session in the three ECE working languages in accordance with Rule 44 of the Terms of Reference and the Rules

³ www.unece.org/fileadmin/DAM/commission/EXCOM/Agenda/2020/Remote_informal_mtg_20_05_2020/Item_3_ECE_EX_2020_18_ITC_sp._procedures.pdf

of Procedure of ECE as contained in E/ECE/778/Rev.5 under a silence procedure of at least 72 hours.

67. The Working Party requested the secretariat in cooperation with the Chair to finalise the session report after adoption of the recommendations on decisions.
