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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
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FUTURE ACTIVITIES OF THE WORKING PARTY

Addendum 1

Transmitted by the Government of Switzerland

1. Current issues

The possibility member countries of UN/ECE have been offered to make regular presentations on main national developments in the transport sector should be maintained.

These contributions give a useful overview of the main transport policy measures in each of the member countries of UN/ECE. They are also an important source of information for preparing the document on transport trends that the secretariat submits annually to the Inland Transport Committee.

From our point of view, the usefulness of these documents could, however, be further improved if it were more clearly shown what measures were taken by each country to implement international legal provisions (UN/EEC agreements, EU regulations, etc.). By circulating this type of information, WP.5 would encourage the definition of common measures and contribute to achieving a harmonized transport policy Europe-wide.

2. **Interregional overland connections**

Defining a network of efficient transport infrastructures between Europe and Asia and including the Mediterranean is an essential task of the international organizations for the support of economic development between these regions. The experience acquired through infrastructure agreements (AGR, AGC, AGTC and AGN) means that UN/ECE has indeed a role to play in this context, particularly as regards technical and operating parameters which the networks of infrastructures that have been defined must comply with.

With reference to the work WP.5 is currently doing in this regard, we observe that the identification of corridors only concerns road and rail routes. In order to ensure a multimodal approach, we would ask that the analysis should be extended as soon as possible to transport routes permitting a combined use of rail, road, inland waterways and maritime traffic.

3. **Transport planning methods including environmental aspects**

The substantial growth of goods traffic more and more frequently causes major traffic jams, in particular on transalpine routes. As was pointed out in the White Paper of the European Commission on transport policy for 2010, what is needed today is to establish framework conditions which will have a positive effect on restoring the modal balance.

We support WP.5's initiative to examine the relations between transport and economic development in the context of transport planning methods. These activities must show that transport policy measures exist which make it possible to pursue economic development while at the same time respecting the quality of life of the populations, in accordance with the principle of sustainable development. This analysis would moreover permit WP.5 to make a useful contribution to the work of implementing the Vienna Declaration.

In order to avoid duplication, it will be necessary to take account of decisions taken in the context of the implementation of the EU White Paper. The results of the work which OECD is envisaging on the question of the lack of links between transport and economic growth should also be incorporated in WP.5's analysis.
