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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Fifteenth session, 2- 4 September 2002,
agenda item 4)

FUTURE ACTIVITIES OF THE WORKING PARTY

Addendum 2

Transmitted by the Government of Poland

Note: On the occasion of the last session of the Working Party on Transport Trends and Economics (WP.5) (Geneva, 17-19 September 2001), the Chairman (Mr. V. Arsenov), and Vice-chairman (Mr. V. Zarnoch) raised with the secretariat the question of getting member countries more involved in the activities of WP.5. It resulted from the conversation that it might be expedient for the Working Party to focus in future on certain issues that (i) will have a stronger relevance for member countries in the context of national and international transport developments, and (ii) represent a concrete and measurable contribution of the Working Party to better transport in member countries.

The reply from the Government of Poland is reproduced below.

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In addition to current issues included in the Working Party's programme of work for 2002-2006 which should be continued, the Government of Poland suggests that the following issues could also be included:

1. **Financing of transport infrastructure** – new possibilities of seeking the funding for large projects. The Polish Government is working on a financing scheme, which will enable the start of the programme of construction of network of motorways and expressways in Pan-European transport Corridors. Expected outcome: Report with recommendations (2003).
 2. **Strengthening of involvement of UNECE in coordination activities in Pan-European Transport Corridors and Areas** – especially concerning input of TEM and TER projects. Expected outcome: proposal for engagement of TEM and TER in coordination of activities in PETC agreed by the European Commission.
 3. The Polish Government also wishes to express its support for the proposal of the United States of America, that the Working Party should consider the subject of how to **improve inter-modal coordination and integration**. This problem is considered to be especially relevant to freight transport in transport corridors. Expected outcome: report with recommendations (2004).
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