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Working Party on Transport Trends and Economics

**REPORT OF THE WORKING PARTY ON TRANSPORT TRENDS AND ECONOMICS
ON ITS FIFTEENTH SESSION
(2-4 September 2002)**

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REPORT¹

ATTENDANCE

1. The Working Party on Transport Trends and Economics held its fifteenth session from 2 to 4 September 2002. Mr. V. Arsenov (Russian Federation) and Mr. W. Zarnoch (Poland) were elected Chairman and Vice-Chairman, respectively, of the session. Representatives of the following UNECE member States participated: Germany, Greece, Hungary, Italy, Netherlands, Poland, Portugal, Russian Federation, Spain, Switzerland and Turkey. The Commission of the European Communities (CEC) was also represented. The representative of the United Nations Conference on Trade and Development (UNCTAD), the representative of the Danube Commission (DC) and the representative of the TEM Project Central Office also attended.

2. The Deputy Executive Secretary of the UNECE, Mr. P. Garonna, opened the session stressing the renewed importance attached to the work of the Working Party by the Executive Secretary of the UNECE. He emphasized the relevance of the Working Party's current and future activities relating them to the context of the Johannesburg World Summit on Sustainable Development on the one side and the ongoing reform process aimed at strengthening the role and relevance of the UNECE on the other. He further stressed the central role the transport sector plays in achieving sustainable development in Europe. In that context, he noted the role the Working Party could play in developing an integrated approach to sustainable development bringing together elements of economic, transport, social, environmental, health, security and safety policies.

3. At the same time, his view was that the Working Party should further consolidate work on transport policy analysis by linking the impact of transport policies with financial policies, infrastructure planning, transport impact assessment and evaluation. In defining its future strategic orientation and in correspondence with the priorities of member countries, the Working Party should focus its priorities on the further promotion of Euro-Asian transport links, the development of Pan-European transport corridors, developments in the Mediterranean region, and the future post-enlargement Europe with a particular focus on transport developments in the Balkans, Central Asia and the Caucasus region.

ADOPTION OF THE AGENDA

4. The provisional agenda (TRANS/WP.5/31) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/2002/37-E/ECE/1395.

5. The Working Party was informed about the decisions taken by the Commission at its fifty-seventh session (Geneva, 7-10 May 2002), concerning such questions as economic aspects

¹ The underlined text indicates the Working Party's decisions taken at the end of the session.

of security, the functioning of the principal subsidiary bodies, strengthening of the Organization, and UNECE technical assistance.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/139.

6. The Working Party was briefed about the results of the sixty-fourth session of the Inland Transport Committee (18–21 February 2002) and its discussions to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/139, paras. 16 and 27-41).

FOLLOW-UP TO THE REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

7. The Working Party noted the progress made in the implementation of the Vienna Declaration (ECE/RCTE/CONF./2/FINAL), the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL) and the decisions taken at the High-Level Meeting on Transport, Environment and Health (5 July 2002).

8. The Working Party asked the secretariat to ensure that the decisions of the Inland Transport Committee as well as the Working Party's programme of work are duly taken into account in activities envisaged to be carried out in the context of the Transport, Health and Environment Pan-European Programme (THE PEP).

DISCUSSION ON FUTURE ACTIVITIES OF THE WORKING PARTY

Documentation: TRANS/WP.5/2002/6 and Adds. 1-2.

9. Following the initiative of the Chairman and Vice-Chairman of the Working Party at its fourteenth session concerning its future activities, the Working Party noted the replies by Ireland, Poland, Switzerland and the United States of America indicating areas of their particular interest as well as specific topics the Working Party should deal with in its future work. The Working Party appreciated the opinions expressed by member Governments and identified the additional following areas for consideration at its future sessions:

- (a) Financing schemes of transport infrastructure (on the basis of the Polish Government report, the secretariat will develop a questionnaire, collect the relevant information from member countries and prepare a report summarizing alternative options for the next session);
- (b) Improving intermodal coordination and integration;
- (c) Collection of information, through the questionnaire on transport developments, on what measures were taken by each country to implement international transport legal provisions (UNECE agreements and EU Regulations) in order to encourage the definition of common measures with a view to harmonizing transport policies.

REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENTS

Documentation: TRANS/WP.5/2002/1 and Adds. 1-13; Informal document No. 2.

10. The Working Party considered replies to the questionnaire from member countries, and noted that this information on developments in transport policies and data on trends in the transport sector of member countries represent a solid background for discussing emerging transport trends and possible actions when addressing common issues.

11. Regarding general transport policy options, the Working Party noted that priorities of member countries are focused on different aspects of transport policy. While in the Baltic States, they focus on the integration into the European transport service market, in particular by means of the development of the Pan-European corridors which pass through the region, in Central Europe, the emphasis is placed on extensive existing rail network modernization, modernization of border crossings, improvement and constructive strengthening of road networks and encouraging combined transport. The EU member States attach relatively greater importance to the interconnection of infrastructures and modes and traffic shifting between modes, in particular, to reduce the levels of traffic on the roads. At the same time, the CIS countries, apart from the above-mentioned problems, place importance on opening up their territories through the development of transport. The Russian Federation and Ukraine are intent on the development of international transport corridors, including Euro-Asian links.

12. The Working Party also noted important and far-reaching transport policy considerations and guidelines in the European Commission's White Paper "European transport policy for 2010: time to decide". The Working Party felt that all European countries, regardless of their present type of association with the European Union, might need to bear in mind implications of the changes in the Common Transport Policy for development of their national transport systems.

13. The Working Party requested the secretariat to circulate again the same Questionnaire on transport developments in 2007, incorporating into the questionnaire the proposal by Switzerland (see above para.9 c)), and present the results to the 2007 session of the Working Party. In order to formulate such a request in the questionnaire, the Working Party agreed to continue discussing the concrete formulation of the questionnaire at its forthcoming sessions.

IMPLEMENTATION OF PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS

Documentation: TRANS/WP.5/2002/4.

14. The Working Party noted the Status Report of the Pan-European Transport Corridors and Areas prepared by the European Commission (TRANS/WP.5/2002/4). A representative of the European Commission also reported on new developments in respect of Pan-European Transport Corridors and Areas pointing out that preliminary discussion between the European Commission and the UNECE about modalities of the possible UNECE role in monitoring of corridor development had already taken place. He further added that a coordinated and standardized data collection methodology for EU and accession countries along Pan-European corridors has been developed ensuring that after 2004 the data collection on corridor development will be fully

harmonized throughout the enlarged Union. In the future, the European Commission will continue producing the corridors status report on a less regular basis.

15. In this context, the secretariat informed the Working Party about the outcome of a recent meeting between the EC and UNECE concerning the possible future role of the UNECE secretariat in monitoring developments in Pan-European Transport Corridors and Areas. The concrete proposal on organizational arrangements, involving the UNECE secretariat as well as the TEM and TER Project Central Offices, will be finalized during the month of September and presented to the European Commission subsequently.

16. Representatives of the Russian Federation, Poland and Greece informed the Working Party on recent developments in Pan-European Transport Corridors and Areas on the territories of their respective countries and discussed the different possibilities as to how improvements in the corridors and areas could be monitored in future.

17. The Working Party noted the uneven pace of development in different Pan-European corridors. In this connection, it commended the efforts of countries involved in Steering Committees of corridors where activities proceed as scheduled, and urged countries involved in other corridors to make an additional effort toward reinvigorating work in those Steering Committees where activities are lagging behind schedule.

18. The Working Party supported the UNECE and the EC efforts to find a suitable arrangement in order to ensure continued coordination of the work on all Pan-European Transport Corridors and Areas. Recalling also the decision of the G-24 Transport Working Group Meeting (2-3 December 1997), participants felt that the Working Party sessions represent an important and useful forum for involved countries to discuss ongoing and planned activities relevant to corridors and areas in order to promote their overall development.

19. The Working Party asked the EC to present the Report on the status of the Pan-European transport corridors and areas when an updated version of the report becomes available.

20. Furthermore, the Working Party asked the secretariat to ensure that the project countries consider appropriate participation of the TER and TEM projects in a coordinated monitoring of developments on the Pan-European transport corridors.

EVALUATION OF INLAND TRANSPORT INFRASTRUCTURE PROJECTS

(a) Development of a European-wide methodology for project appraisal

Documentation: TRANS/WP.5/2002/7 and Add.1.

21. The Working Party was informed about the outcome of an Informal Meeting involving representatives from Germany, the Russian Federation, the European Commission (EC) and the European Investment Bank (EIB) held on 4 June 2002 in order to review the first draft of the "UNECE Socio-Economic Cost benefit Analysis for Transport Infrastructure Project Appraisal" and examine transport project appraisal methods used by various international organizations.

22. The Working Party commented on the report and discussed possible steps regarding its application in member countries.

23. The Working Party adopted the report on a European-wide methodology for project appraisal (TRANS/WP.5/2002/7 and Add.1) and recommended that the title of the final publication be “Socio-Economic Cost Benefit Analysis, a Set of Guidelines for transport infrastructure project appraisal”.

24. The Working Party also recommended that the future revision of the Guidelines should incorporate the social aspects of transport infrastructure project appraisal. It noted that environmental aspects of transport infrastructure project appraisal have already been adequately taken into account in the EC DGTREN Manual on Strategic Environmental Assessment of Transport Infrastructure Plans.

25. The Working Party asked the secretariat to ensure, as quickly as possible, the printing and the widest possible dissemination of the methodology to all member countries and other interested users.

(b) Phased approach to transport infrastructure developments

26. The TER Project Central Office informed the Working Party about conclusions by its member countries at the recent meeting in Brioni that, for the time being, the member countries are not in a position to provide the desired information, but will make an effort to look further into this issue. In the context of the TEM project, the Working Party was informed that the question of a phased approach for transport infrastructure development would be dealt with during the workshop which is scheduled to take place in the second half of October 2002, after which the Working Party will be informed accordingly about the findings arrived at.

27. The Working Party asked the TEM Project to report on the workshop on a phased approach to transport infrastructure developments at the next session of the Working Party and urged the TER Project to make an additional effort and organize a similar workshop in the near future.

28. The Working Party also asked the secretariat to approach a number of member countries as well as the World Bank, the European Bank for Reconstruction and Development, and the European Investment Bank in order to collect the available methodologies on a phased approach to transport infrastructure development and present them to its next session.

EURO-ASIAN TRANSPORT LINKS

(a) Meetings on Euro-Asian transport links

29. Recalling the decision at the sixty-fourth session of the Inland Transport Committee, the Working Party noted that an Informal Ad hoc meeting of countries involved in demonstration runs of block trains on the route South-eastern Europe -Turkey-Islamic Republic of Iran-South Asia-Southeast Asia/Southern China will be held from 30-31 October 2002 in Turkey in order to discuss replies received to a questionnaire, analyse infrastructure and regulatory shortcomings

and determine further organizational and substantive steps regarding activities to be undertaken for the development of Euro-Asian links in this corridor (ECE/TRANS/139, para. 33).

30. The representative of the Russian Federation informed the Working Party that the regular meeting of the Steering Committee of Pan-European Transport Corridor No. II is scheduled to take place in Ekaterinburg on 19-20 September 2002.

31. The Working Party welcomed the efforts of both the Russian Federation and Turkey to further promote the development of Euro-Asian transport links. Noting the importance of the forthcoming Euro-Asian Transport Conference in St. Petersburg in 2003, the Working Party in this context requested the participation of the UNECE secretariat in the meeting of the Steering Committee of the Pan-European Transport Corridor No. II (Ekaterinburg, 19-20 September 2002) and the ad hoc meeting on the Euro-Asian transport link between Istanbul and Almaty (Izmir, 30-31 October 2002).

(b) Organization of demonstration trains

Documentation: TRANS/WP.5/2002/12 and Add.1.

32. The representative of the Russian Federation informed the Working Party on the first experience in a successful demonstration run of a block train along the Northern corridor of the Trans-Asian Railway (NC-TAR) between Vladivostok and the Finnish border, which was launched on 5 June 2002. It was noted that, due to its geographical position, the railways of the Russian Federation represent an important segment in demonstration runs of block trains between the South and East Asia and Europe. The Working Party was also informed that very elaborate schemes containing the five principal routes and several alternatives within the two are available for the organization of demonstration runs of block trains on the territory of the Russian Federation.

33. The Working Party very much appreciated and commended the efforts of the Russian Federation and Turkey as well as other involved States to prepare and organize demonstration runs of block trains along scheduled routes emphasizing their economic importance and competitive advantage of railways compared to maritime transport.

34. The Working Party asked the representatives of the Russian Federation and Turkey to inform the Working Party about new developments regarding the demonstration runs of block trains at its next session. The Working Party also invited other countries planning to organize demonstration runs of block trains on the corridors identified by the Working Party to inform the secretariat about their plans.

RELATIONSHIP BETWEEN TRANSPORT AND ECONOMIC DEVELOPMENT

Documentation: TRANS/WP.5/2002/3 and Adds. 1-7.

35. In accordance with the Working Party's request at its fourteenth session, the secretariat assembled pertinent information containing experiences, outline of research projects and other

relevant information on strategies which focus on the relationship between transport and economic development (TRANS/WP.5/30, para.8).

36. The Working Party commented on the replies and discussed the wide variety of approaches used in member countries for evaluating the relationship between transport and economic development with a view to supporting sustainable transport development. The Working Party felt that, although the evidence acquired through empirical research had proved to be inconclusive, there might exist a certain positive correlation between transport and economic development in a wider context, taking into account factors such as: employment, access to markets and leisure activities, reduction of production costs, development of new technologies, etc.

37. The Working Party agreed to continue considering in more depth particular aspects of the relationship between transport and economic development. It asked the secretariat to convene an Informal ad hoc meeting with the participation of the Chairman, Vice-Chairman, and possibly representatives from Germany, Netherlands, Spain, the United Kingdom or other interested countries and ECMT in order to formulate concrete aspects of this relationship for consideration by the Working Party.

TRANSPORT IN THE MEDITERRANEAN REGION

(a) Mediterranean Transport Study Centres

Documentation: TRANS/WP.5/2002/9 and TRANS/WP.5/2002/10.

38. The Working Party took note of the information by the representative of the Transport Study Centre for the Western Mediterranean (CETMO) on activities of the Centre since the fourteenth session of the Working Party.

39. The Working Party asked the Directors of CETMO and TRANSCEM to report on the results of work of both centres at its next session.

(b) Transport developments in the Mediterranean region

40. The representative of CETMO presented a proposal for a Seminar aimed at analysing medium and long-term flows of freight in the Mediterranean region. Organized jointly by the UNECE, ECA, ESCWA and ESCAP, the one and half-day Seminar would have three sessions and could be organized in the first trimester of 2004.

41. Bearing in mind the importance of the Mediterranean region, its important geographic position and its share in overall transport flows on the European continent as well as between Europe and other continents, the Working Party welcomed the initiative of the CETMO for the organization of a Seminar on freight flows in the Mediterranean region and asked the secretariat to contact other regional commissions (ECA, ESCWA and ESCAP) in order to ensure adequate financial arrangements for the participation of speakers at this seminar tentatively scheduled to be held in the first trimester of 2004.

ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION

Documentation: TRANS/WP.5/2002/11/Corr.1.

42. The Working Party was informed about the activities of the Regional Advisers and the UNECE Trust Fund for Assistance to Countries in Transition (TFACT). It appreciated the detailed information on on-going activities in all domains of activity (SECI, SPECA, BSEC, TEM and TER) and asked the secretariat to report again on assistance to countries with economies in transition at its next session. In accordance with Commission decision B (51), the Working Party invited Governments and relevant international organizations and institutions to contribute to the UNECE Trust Fund for Assistance to Countries in Transition (TFACT) and inform the secretariat as to the type of assistance which would be forthcoming.

43. Noting the retirement of the second Regional Adviser, the Working Party underlined the importance of his work and stressed the need to maintain his post in order to ensure the adequate coverage, in particular, of activities related to CIS countries including the Central Asia and Caucasus countries.

COHERENT EUROPEAN SYSTEM OF INTERNATIONAL TRANSPORT INFRASTRUCTURES

(a) Development of international transport infrastructures

Documentation: TRANS/WP.5/2002/8.

44. In accordance with the request of the Working Party (TRANS/WP.5/30, para. 52), the secretariat has prepared document TRANS/WP.5/2002/8 showing modifications in the AGR, AGC, AGN and the AGTC transport networks, as well as the developments in the TEM and TER projects.

45. The Working Party took note of this information and asked the secretariat to continue reporting on this item on a biennial basis.

(b) Quality of service concept

Documentation: TRANS/WP.5/2002/5 and Add.1; Informal document No. 1.

46. In connection with the previous item, the Working Party considered the possibility of developing an intermodal approach to the concept of the quality of transport service provided for different modal networks. In the context of this agenda item, it was also recalled that the Working Party and the Inland Transport Committee at their sixth and fifty-sixth sessions, respectively, felt that there was a need for more analysis of the methodological basis of terms such as, bottlenecks, missing links and quality of service of infrastructure networks (TRANS/WP.5/12, paras. 34-44, and ECE/TRANS/103, paras. 44-46).

47. In accordance with the request of the Working Party at its fourteenth session (TRANS/WP.5/30, para. 55), the secretariat has collected information on the application by member Governments of the quality of transport service concept.

48. The Working Party agreed that the quality of service is a complex and multi-faceted concept requiring more substantive exploration. It further noted the lack of an adequate conceptual agreement at the international level on what such a concept should comprise, how it should be utilized in practice and what the benchmarks should be for assessing and evaluating the progress of the quality of transport service in international comparisons and over time.

49. The Working Party agreed to continue discussing the quality of service concept at its next session. It asked the secretariat to circulate Informal document No. 1 to member countries and ask for comments in light of their respective national experiences with quality of transport service concepts. Moreover, the Working Party asked the secretariat to present an updated version of the above-mentioned document to its next session for further elaboration of the indicators of the quality of transport service.

DRAFT PROGRAMME OF WORK FOR 2003-2007

Documentation: TRANS/WP.5/2002/2.

50. The Working Party adopted its draft programme of work for 2003-2007 as reproduced in the annex to this report.

ELECTION OF OFFICERS FOR THE SESSIONS OF THE WORKING PARTY IN 2003 AND 2004

51. Mr. Viatcheslav ARSENOV (Russian Federation) and Mr. Wojciech ZARNOCH (Poland) were elected Chairman and Vice-Chairman respectively, for the sessions of the Working Party in 2003 and 2004.

OTHER BUSINESS

(a) Date of the next session

52. The Working Party's sixteenth session is tentatively scheduled for 24-26 September 2003.

(b) Information

53. The representative of the European Commission announced and made available to the Working Party the preliminary Programme of the European Commission's 2nd Annual European Energy and Transport Conference which will be held in Barcelona from 11-13 November 2002.

54. It was also recalled that the WP.5 website had been made available on the Internet and could be consulted under <http://www.unece.org/trans/main/wp5/wp5.html>. The website contains the reports, agendas of forthcoming sessions, major publications and working documents. To facilitate and accelerate the publication by the secretariat of working documents for the WP.5 sessions, delegates were invited, whenever possible, to duplicate the submission by mail (fax) of their proposals for WP.5 sessions by e-mail: helmut.lehmacher@unece.org or miodrag.pesut@unece.org.

(c) Tribute

55. The Working Party expressed its appreciation to Mr. Z. Haritos, at the end of his term as UNECE Regional Advisor and thanked him for his excellent and useful work carried out over several years of advisory function, in particular in East European and CIS countries. Thanks to his background and wide experience, he made an important contribution to the work on the development of international transport in transition countries.

ADOPTION OF THE REPORT

56. In accordance with the decision of the Working Party, the decisions taken at its fifteenth session were adopted at the end of the session. The report of its fifteenth session, including the above decisions, was established by the Chairman and the Vice-Chairman with the assistance of the secretariat, for submission to the Inland Transport Committee.

57. This procedure will also be followed at the Working Party's future sessions.

Annex

DRAFT PROGRAMME OF WORK FOR 2003-2007

PROGRAMME ACTIVITY 02.1: 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:

1) CONTINUING ACTIVITIES

- (a) 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 transition countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development.

Output expected: Report on transport development when needed. Priority: 2

- (b) Periodical review of new important policy developments relating to inland transport in UNECE member countries in order to make the medium- and long-term evolution of transport more transparent. The Working Party WP.5 will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport and 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 five years; next report: ~~2002~~ **2007**). Priority: 1

- (c) Consideration of the **developments of main European traffic lines in order to ensure accessibility of peripheral regions transport links with Pan-European Transport Areas.**

Output expected: Report on transport development in Pan-European Transport Areas (~~2002~~) (**2003**) Priority: 2

- (d) **Monitoring Consideration of the extension developments of the Pan-European Transport Corridors outside the EU and the countries associated in co-operation with the EC.**

Output expected: Report identifying and assessing important projects on Pan-European transport corridors Nos. 2, 3, 5 and 9(b) (2001); Report on progress made in the implementation of the Pan-European Transport Corridors (~~2002~~) (**2003**). Priority: 1

- (e) Study of the interrelationship of the UNECE Agreements (AGR, AGC, AGTC and its Protocol, AGN) and projects (TEM, TER) with the Pan-European transport network planning procedure with a view to:

- 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;
 - assessing the cost of this infrastructure plan and making suggestions for financing it.
- Output expected: **Biannual report on coherent European system of international transport infrastructure** (~~2002~~) **(2004)**. Priority: 1
- (f) **Further elaboration development of the elements Euro-Asian links including of the preparation of a joint ESCAP/UNECE joint Strategic Vision programme of work** on the development of Asia-Europe land transport links as well as the analysis of results of international meetings on the problem.
- Output expected: Report on Euro-Asian transport links (~~2002~~) **(2003)**. Priority: 1
- (g) **Financing schemes of transport infrastructure**
- Output expected: **Report on national experiences** Priority: 1
- (~~g~~) (h) 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). Priority: 2
- Output expected: Report on ~~thresholds regarding~~ the quality of transport services (~~2002~~) **(2003)**.
- (~~h~~) (i) Improvement of existing transport planning methodologies, including environmental aspects and the relationship between transport and economic development. Priority: 2
- (j) **Improving inter-modal coordination and integration with a view to establishing a balanced European transport system** Priority: 2
- (~~i~~) (k) Collection of data concerning investments in transport infrastructures and study of the effects upon such infrastructures of developments in modal split taking into account, in particular, external costs in order to highlight the interaction between infrastructure and modal development. Priority: 3
- (~~j~~) (l) Activities for assistance to countries in transition regarding institutional adaptation of government administration and of transport enterprises to market economy. **This also includes including also** support through the UNECE Trust Fund for Assistance to Countries in Transition (TFACT).²
- Output expected : Annual report on assistance to countries with economies in transition (~~2002~~) **(2002)**. Priority: 1
- (~~k~~) (m) Strengthening of cooperation with the Mediterranean Study and Training Centres, the results of which will be submitted to the Committee, to enable all ECE countries to benefit from the activities carried out including the organization of workshops.
- Output expected: Annual report on activities of the Study and Training Centres (~~2002~~) **(2003)**. Priority: 2

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

(+) (n) Analysis of transport developments in the Mediterranean Basin and the Black Sea region and the promotion of international transport agreements to permit, in particular, Mediterranean countries to adhere to them. Priority: 3

(m) (o) Information on the studies on the Europe/Africa Permanent Link through the Strait of Gibraltar.

Output expected: Biannual report on progress made in the analysis of the Europe/Africa Permanent Link through the Strait of Gibraltar (next report: 2003). Priority: 3

2) ACTIVITIES OF A LIMITED DURATION

(a) As follow-up to the Conference on Transport and the Environment: Development and implementation of programmes to establish attractive networks taking into account such aspects as intermodality, interoperability and environmentally sound vehicles.³

³ In addition to the above item, the Working Party wishes to be associated with activities on transport and environment concerning, in particular, development of methodologies for setting up databases, implementation of scientific programmes, assistance to countries in transition, development of environmental guidelines, external costs, analysis of questions related to the protection of sensitive areas (see also items I (c), (d), (g), (h); III (e); IV (c), (f) in the Programme of Joint Action).