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Twenty-sixth session

Geneva, 10–12 September 2013

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	3
II. Adoption of the agenda (agenda item 1)	6	3
III. Joint, Euro-Asian Transport Links (EATL) project - Trans-European Motorways (TEM) and Trans-European Railway (TER) projects – and Working Party on Transport Trends and Economics, workshop on “Financing Transport Infrastructure” (agenda item 2).....	7–11	3
IV. Workshop on Ports Hinterland connections: the case of the South East Transport Axis project (agenda item 3)	12–15	5
V. Monitoring of the developments relevant to pan-European transport networks (agenda item 4).....	16–18	5
A. The European Commission briefing on the progress made in the development of the Trans-European Transport Network.....	16	5
B. Trans-European Motorway and Trans-European Railway projects.....	17–18	6
VI. Euro-Asian Transport Links (agenda item 5).....	19–25	6
A. Progress in Euro-Asian Transport Links (EATL) work.....	19–22	6
B. The GIS challenge of infrastructure projects;	23–24	7
C. Other Euro-Asian transport initiatives	25	7
VII. Transport in the Mediterranean Region (agenda item 6).....	26–32	8
A. Report of the Mediterranean Transport Study Centre.....	26–27	8
B. The Euro-Mediterranean transport network.....	28	8

	C. Report of the Union for the Mediterranean (UFM)	29–30	8
	D. Report of the project for a Europe-Africa fixed link through the strait of Gibraltar	31–32	8
VIII.	Climate Change and Transport (agenda item 7).....	33–44	8
	A. Group of Experts on climate change impacts and adaptation to International Transport networks.....	33–38	8
	B. Climate Change mitigation: presentation of UNECE ForFITS tool	39–41	9
	C. Diesel engine exhausts.....	42–44	10
IX.	Review of the transport situation, transport trends and economics in the ECE region (agenda item 8).....	45–65	10
	A. Transport Trends and Economics 2012–2013: Urban transport and mobility	45–46	10
	B. Transport Trends and Economics 2013–2014: Financing Transport Infrastructure	47–50	11
	C. Transport Trends and Challenges in a UNECE member State: The case of Lithuania	51–55	11
	D. Transport trends and challenges in the road sector	56–58	13
	E. Transport trends and challenges in the rail sector	59–61	13
	F. Transport trends and challenges in the inland waterways sector	62–65	13
X.	Transport and Competitiveness (agenda item 9)	66–67	14
XI.	Technical assistance to countries with transition economies (agenda item 10).....	68–76	15
XII.	Programme of work and biennial evaluation for 2014–2015 (agenda item 11)	77	16
XIII.	Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 12)	78	16
XIV.	Other business (agenda item 13)	79	16
XV.	Date of next session (agenda item 14).....	80	16
XVI.	Adoption of the decisions (agenda item 15).....	81	16

I. Attendance

1. The Working Party on Transport Trends and Economics held its twenty-sixth session from 10 to 12 September 2013. The meeting was chaired by Mr. Björn Oriwohl (Germany). Representatives of the following United Nations Economic Commission for Europe (UNECE) member States participated: Austria, Azerbaijan, Belgium, Croatia, Cyprus, France, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Poland, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, Ukraine and Uzbekistan.
2. The following United Nations Organizations and Specialized Agencies were represented: secretariat of the United Nations Framework Convention on Climate Change (UNFCCC), UNECE TEM and TER Project Central Office.
3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Economic Cooperation Organization (ECO) and the Union for the Mediterranean (UFM).
4. The following non-governmental organizations were represented: International Road Transport Union (IRU) and International Union of Railways (UIC).
5. The following attended the meeting at the invitation of the secretariat: Asian Development Bank (ADB), Association «UKRZOVNISHTRANS», CMS Cameron McKenna LLP, European Investment Bank (EIB), International Association "Coordinating Council on Trans-Siberian Transportation ", SETA Project, Transport and Media Consulting Ltd., Verracon GmbH, VIFG, Institute for Advanced Studies – Vienna, the Central European Initiative and National Technical University of Athens.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/53 and ECE/TRANS/WP.5/53/add.1

6. The Working Party adopted the agenda (ECE/TRANS/WP.5/53 and ECE/TRANS/WP.5/53/add.1).

III. Joint, Euro-Asian Transport Links (EATL) project - Trans-European Motorways (TEM) and Trans-European Railway (TER) projects – and Working Party on Transport Trends and Economics, workshop on “Financing Transport Infrastructure” (agenda item 2)

Documentation: Informal document No. 1

7. The Director of Transport Division, Mrs. Eva Molnar welcomed the participants to the workshop and emphasized the challenges that each era generated in the transport sector. The Director highlighted the importance of modern and efficient transport infrastructure and expressed her hope that transport will be recognized as a Sustainable Development Goal (SDG).
8. Professor Tsamboulas, consultant of EATL project and Mr. Meelich, TEM and TER project manager presented the high priority transport infrastructure projects that were submitted by the member States for the EATL study II and the TEM and TER revision of

the master plan. In addition representatives from Austria, Azerbaijan, Cyprus, Germany, Kyrgyzstan, Lithuania, Poland, Romania, Russia Federation, Serbia, Turkey, Ukraine and Uzbekistan presented their countries' transport infrastructure high priority projects, illustrated the different methodologies for financing these projects and the challenges that Governments face in transport infrastructure investments, maintenance and rehabilitation. A representative from the ECO secretariat presented the rail corridors developed in their region and the rail infrastructure projects that are of high importance for the efficient operations of these corridors. Finally representatives from international financial institutions provided information on their transport infrastructure portfolios, as well as their guidelines on feasibility and cost benefit analysis studies for transport infrastructure projects.

9. The participants:

(a) Recalled that financing of transport infrastructure includes the planning for and building of new infrastructure, as well as the planning for and realization of rehabilitation and/or maintenance of existing one;

(b) Agreed on the need to prepare feasibility studies where the economic viability will be analysed by taking into consideration the social aspects of such investments such as road safety and environmental costs;

(c) Agreed on the need to identify and harmonize, if possible, the cost per unit of investment, i.e cost of constructing 1 kilometre of road or the cost of constructing 1 kilometre of railroad or high speed railroad;

(d) Observed the need to harmonize the technical standards of transport infrastructure and referred to the technical standards included in international agreements serviced by ECE eg. AGR, AGC, AGTC and AGN as best practices to be followed;

(e) Noted that an observatory for exchange of information and lessons learned from implementing public private partnership (PPP) schemes as a transport infrastructure financing tool could be beneficial;

(f) Observed that the development of investment plans and especially their harmonization is an efficient step forward to finance transport infrastructure. Also noted the work developing investment plans during the EATL phase II and agreed on the need to focus on funding these projects;

(g) Observed that improvements should also take place on non-physical obstacles – border crossings facilitation, etc. — in parallel with the physical ones such as transport infrastructure.

10. The workshop demonstrated the complexity of the substantive issues involved in financing transport infrastructure and the need to further analyse the issue in ECE region. The Working Party appreciated the presentations made by the excellent speakers, considered them very informative and of great importance and requested the secretariat to consider workshop discussions when preparing the next transport trends and economics publication and include the presentations of the workshop as case studies. In addition the Working Party requested the secretariat to address the issues of identifying unit cost on investment and of innovative solutions for transport infrastructure financing at the next sessions of the Working Party.

11. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at www.unece.org/trans/main/wp5/wp5_workshop6.html.

IV. Workshop on Ports Hinterland connections: the case of the South East Transport Axis project (SETA) (agenda item 3)

12. The SETA Corridor provides an efficient railway connection of existing tracks between Central Europe and the North Adriatic Ports connecting Rail Network Europe (RNE) Corridors 7, 8, 10 and 11. Upgrading of international accessibility is highly connected with increasing inner-regional connectivity, but also with very important new hinterland connection of the Northern Adriatic ports Koper, Trieste, Monfalcone and the only Adriatic deep water harbour Rijeka. The establishment of the upgraded TEN-Axes 17, 18, 22, 23, 25 (as well as the planned enlargement of Russian broad gauge railway) find their intersection in the Vienna/Bratislava region and foresee a transnational hub in this region.

13. SETA focuses on upgrading of already existing rail infrastructure (with moderate investment costs) and the connection to all other means of transport. Compared to the previous project SIC! where basic studies on the feasibility and impact of the corridor have been carried out, SETA will provide the project partners with information and data (on the level of single development measures), which they need in order to start negotiations with international financing institutions.

14. During the workshop, representatives from the regional government of Burgenland (Austria), the ports of Rijeka, Koper and Monfalcone, the GySEV Hungarian railways and the Central European Initiative illustrated the objectives and the current status of SETA and Accessibility Improved at Border Crossings for the Integration of South-East Europe (ACROSSEE) projects, noted the benefits of improving ports hinterland connections and showed the benefits that such cooperation could bring to region and its economy. In addition the project MEDNET (Mediterranean Network for Custom Procedures and Simplification of Clearance in Ports) a co-financed project by the Med Programme was presented, where issues related to port operations and hinterland connections were highlighted, as well the Port Observatory and the synergies with SETA project.

15. The Working Party expressed its appreciation to the SETA project and, particularly, to all speakers for their excellent presentations. The Working Party recognised the importance of the subject by organizing an expert group four years ago on hinterland connections of seaports and preparing a comprehensive publication. The Working Party requested the secretariat, whenever feasible, to invite and present initiatives like the SETA project at the sessions.

V. Monitoring of the developments relevant to pan-European transport networks (agenda item 3)

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

Documentation: Informal document No. 3

16. The Working Party expressed its appreciation to the secretariat for preparing, in cooperation with the European Commission, the Informal document No. 3 and briefing on the progress made in developing the Trans-European Transport Network. The Working Party invited the European Commission to continue providing an update on its activities related to pan-European Corridors at its twenty-seventh session in 2014.

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

Documentation: ECE/TRANS/WP.5/2013/1

17. The Working Party appreciated the update provided by the project manager on the activities implemented in the TEM and TER Projects for 2012–2013, including the revision of the Master Plan, and invited the Projects' manager to provide an update on relevant developments in the TEM and TER projects at its twenty-seventh session in 2014.

18. The Working Party noted the following activities of the period 2012–2013:

- Monitoring mechanisms were set up which form an inseparable part of the TEM and TER Master Plan Revision Follow-up Action Plan. The monitoring activities concentrated, in particular, on the progress reached in implementing infrastructure projects, updating of the revised traffic data and traffic forecasts, developing the backbone networks and their status;
- Monitoring of the progress in bringing the TEM and TER Master Plan revised backbone networks up to the UNECE AGR, AGC and AGTC standards represents the permanent task of the TEM and TER Projects and is reflected in their annual programmes of work;
- A workshop on Research and Development, Intelligent Transport Systems and Road/Rail Intermodal Innovations, organized jointly by UNECE and the TER Project with the support of the Ministry of Transport of Romania was held on 12–14 September 2013 in Timisoara (Romania) and Kikinda (Serbia);
- The project manager visited Timisoara, Kikinda and Szeged (Hungary) in August 2012 and discussed organization and preparation of the Workshop on the Master Plan for the future High Speed Rail Network in Central and Eastern Europe with the local authorities;
- As a concrete output of the TEMSTAT Data Collection and Mapping Meeting held in April 2012 in Warsaw, the TEMSTAT 2012 maps of all TEM member countries were developed, produced both in electronic and paper forms and uploaded onto the TEM webpage of the UNECE website in December 2012.

VI. Euro-Asian Transport Links (agenda item 5)

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

Documentation: ECE/TRANS/WP.5/GE.2/2013/1

19. 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.2/2013/1). The Working Party took note of the work plan and the decisions taken at the first meeting the Group of Experts.

20. The work plan establishes the main objectives for the Group. These are:

- (a) To analyse, promote and present to International Financial Institutions (IFI) and other donors a list of high priority EATL projects and feasibility or other relevant studies with the objective to facilitate sustainable and long-term financing of these projects;
- (b) To identify cargo flows (quantities and types) that could be transported along the nine Euro-Asian rail and road transport links;

(c) To facilitate the coordination of integrated time schedules and tariffs for the nine rail and road transport links;

(d) To promote Euro-Asian inland transport routes and develop an integrated marketing strategy;

(e) To update and upgrade the Geographical Information Systems (GIS) application.

21. The work plan includes four concrete project proposals for the consideration and in kind support of the Governments that could further enhance the impact of EATL Phase III. These projects proposals are:

(a) A review of current and future trade flows along Euro-Asian routes. The proposal would involve hiring a consultant-expert on international trade who would conduct an on-site survey by visiting and interviewing key trade points and stakeholders. The forecasted budget for such a survey is 80,000 United States dollars;

(b) Develop an integrated marketing strategy which would promote the advantages and benefits of Euro-Asian transport routes. The proposal would involve hiring a consultant-expert on international marketing who would facilitate discussions and provide guidance at technical workshops on developing an integrated marketing strategy. The forecasted budget is US\$ 40,000;

(c) Prepare an electronic and hardcopy brochure that would illustrate the inland transport services, different rail and road routes as well as agreed time schedules. The forecasted budget is US\$ 15,000;

(d) Update the GIS information developed during Phase II of the project and upgrade of the GIS software to a more sophisticated web application. The forecasted budget for such a project is approximately US\$ 50,000 plus additional yearly costs for maintenance (i.e. server costs, etc.).

22. The Working Party approved the work plan and activities as was adopted by the Group of Experts on EATL. The Working Party appreciated the work done by the experts and the secretariat and requested the Group of Experts to implement their work plan in the time frame given and to report on any developments at the next session of the Working Party in 2014.

B. The GIS challenge of infrastructure projects

23. The Working Party recalled that at its twenty-fifth session, following a proposal made by the representative of CETMO, asked the representatives of TEM and TER, the EATL project and the Trans-Mediterranean and 5+5 Transport network to present their GIS initiatives and activities and explore possibilities for cooperation.

24. The Working Party appreciated the presentations by Mr. Aciman (CETMO) and the secretariat and considered the development of GIS systems a valuable tool for the transport sector. The Working Party considered cooperation between the different parties very important and requested them to report at the next session any developments on the subject.

C. Other Euro-Asian transport initiatives

25. The Working Party appreciated the presentation made by Mr. Tekyeh Sadat (ECO) on ECO activities for developing transport in the region and requested a report at its next session on these issues.

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

A. Report of the Mediterranean Transport Study Centre

Documentation: Informal document No. 4

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

27. 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 2014.

B. The Euro-Mediterranean transport network

28. Nothing was reported.

C. Report of the Union for the Mediterranean (UFM)

29. The representative of UFM introduced the UFM secretariat and its activities for consideration by the Working Party.

30. The Working Party expressed its appreciation for the comprehensive report and requested an update on UFM activities for its next session in 2014.

D. Report of the project for a Europe-Africa fixed link through the strait of Gibraltar

31. The Working Party noted the report on the project for a Europe–Africa fixed link through the strait of Gibraltar prepared for the 2013 session of the 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 2015 and requested the secretariat to include this item in the agenda of its twenty-eighth session in 2015.

VIII. Climate Change and Transport (agenda item 7)

A. Group of Experts on climate change impacts and adaptation to International Transport networks

Documentation: ECE/TRANS/WP.5/2013/2 and UNECE publication

33. The Working Party recalled that at its seventy-third session (1–3 March 2011), the Inland Transport Committee (ITC) noted the results of the joint UNECE-UNCTAD workshop, and agreed to establish a Group of Experts on climate change impacts and adaptation for international transport networks and to adopt its terms of reference.

34. The Group of Experts was expected to complete its work in 2013 and to submit a full report of its accomplishments. This would include policy-oriented recommendations

that aim at improving the long-term sustainability of transport infrastructure with an emphasis on international connections. It names also best practices of different national policies which address the issues of transport network resilience against climate change impacts.

35. Following the approval of the establishment of the Expert Group by EXCOM in May 2011, the Group met in September and November of 2011; in April, October and December of 2012; and in March of 2013 where its objectives were considered accomplished. The Group attracted in its meetings the attention of 22 governments, intergovernmental and non-governmental organizations, such as the European Commission, World Meteorological Organization, Eurasian Economic Community, International Union of Railways, the International Road Transport Union, International Road Federation and academia.

36. Under the chairmanship of Mr Jerzy Kleniewski (Poland) and Mr. André Leuxe (France) as Vice-Chair, the group:

- (a) developed the structure of final report;
- (b) developed, with the help of the external consultant, the scientific questionnaire for information collection;
- (c) collected replies to the questionnaire from 28 countries, 2 universities, 3 international organizations, 3 rail and 1 port organization and analysed them with help from the external consultant;
- (d) delivered, by the external consultant, the final draft of the report;
- (e) organized an international conference on “Adaptation of Transport Networks to Climate Change” in Alexandroupolis (Greece, 25–26 June 2012) which provided great input to the work of the Group.

37. The secretariat presented the full draft report highlighting the main achievements of the work of the Group.

38. The Working Party appreciated the work of the Group. The Working Party considered the final report of the Group to be comprehensive and an effective tool that creates awareness of the Governments on climate change adaptation, as well as provides a set of best and good practices for adaptation measures. The Working Party approved the report as amended and requested the secretariat to proceed with the final publication.

B. Climate Change mitigation: presentation of UNECE ForFITS tool

39. The Working Party was informed by the secretariat about the 2012–2013 developments in the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account. The project aims at developing and implementing a monitoring and assessment tool for carbon dioxide (CO₂) emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The assessment tool, including the policy converter, may pave the way For Future Inland Transport Systems, hence its name: ForFITS. The Working Party noted the following achievements in the project:

- Organization of an International Expert Meeting to raise awareness, avoid duplication and solicit contributions for the design of the For FITS toolkit;
- Peer review discussion;

- Global status assessment and report;
- Preparation of the ForFITS toolkit.

40. In addition, the Working Party noted that the next steps of the project include specific pilot projects in two countries for each of the five United Nations regions, the development of an internet based user manual, capacity-building workshops and training activities for policymakers and technical experts.

41. The Working Party appreciated the work of the secretariat and requested a presentation at the next session on any developments.

C. Diesel engine exhausts

Documentation: Informal document No. 5

42. The secretariat informed the Working Party about Informal document No. 5 on diesel engine exhausts following an initiative of the UNECE Environment Division on a report prepared by the International Agency on Research on Cancer (IARC). This report concluded, in 2012, that diesel engine exhaust is carcinogenic to humans.

43. The document was prepared with the scope to provide basic information about some recent and important developments in transboundary air pollution; illustrate the results of recent studies on the harmful effects of diesel exhausts to public health; and inform WP.5 about technological developments of diesel engines or their replacement by electric ones that minimize or even remove any harmful effects on public health.

44. The Working Party appreciated the work of the secretariat and requested a presentation at the next session on any developments on the issue.

IX. Review of the transport situation, transport trends and economics in the ECE region (agenda item 8)

A. Transport Trends and Economics 2012–2013: Urban transport and mobility

Documentation: UNECE publication

45. The Working Party was informed by the secretariat about the transport trends and economics 2012–2013: Urban transport and mobility publication, prepared by the secretariat on the basis of country inputs. The Working Party took note that 32 countries replied to the questionnaire and also took note of the structure of the publication:

- (a) Chapter 1: What is Sustainable Urban Transport and Mobility Development?
- (b) Chapter 2: Urban Transport and Mobility Trends in ECE region;
- (c) Chapter 3: UNECE Capitals: Urban Transport and Mobility Profiles;
- (d) Chapter 4: Analysis of Urban Transport Indicators;
- (e) Chapter 5: Conclusions and Recommendations.

46. The Working Party took note and approved the final report as presented by the secretariat and appreciated the work done. The Working Party requested the secretariat clarify last remaining inconsistencies and to finalise the report and proceed with its publication.

B. Transport Trends and Economics 2013–2014: Financing Transport Infrastructure

Documentation: ECE/TRANS/WP.5/2013/3

47. The secretariat informed the Working Party about next year's transport trends and economics publication theme (ECE/TRANS/WP.5/2013/3): Financing Transport Infrastructure.

48. The Working Party recalled that (ECE/TRANS/WP.5/50, paras. 30–32) approved the secretariat's proposal to transform the report which reviewed the transport situation in UNECE member States and the emerging development trends into an annual publication on transport trends and economics in the ECE region and when possible with a specific theme. The Working Party also noted that so far, the analysis on financing transport infrastructure has been on the EATL and TEM and TER projects and through the organization of different workshops such as the pre-ITC conference on road and rail financing (www.unece.org/trans/events/2013/itc75_2013/road_rail_conference.html), the workshop on PPP schemes and railways financing (www.unece.org/trans/main/sc2/sc2_events/2012-11_ppp_railways_financing.html) or the workshop organized in 2009 by the TEM and TER projects (www.unece.org/trans/main/ter/workshop_2009.html).

49. "Transport Trends and Economics 2014: Financing Transport Infrastructure" will include data, analysis and presentations of prefeasibility or feasibility studies of priority infrastructure projects received from the member Governments of the EATL and TEM and TER projects and UNECE member States and will focus, inter alia, on:

(a) Presentation of best practices or innovative models of financing transport infrastructure;

(b) Presentation of best practices in medium and long-term scheduling, management and delivery of such projects;

(c) Presentation of specific national experiences in financing their transport infrastructure including illustrations of specific studies for such projects, types of financing and data provided by the Governments;

(d) Presentation of IFIs and other donor's investment portfolios on investments or lending in transport infrastructure.

50. The Working Party adopted the secretariat proposal made by the on next year's theme for a transport trends and economics publication. The Working Party requested the secretariat to make use of the data provided by countries during the workshop on financing transport infrastructure and to avoid, if possible, sending questionnaires for this publication. The Working Party requested the secretariat to inform the Working Party of the results at its next session in 2014.

C. Transport Trends and Challenges in a UNECE member State: The case of Lithuania

Documentation: Informal document No. 6

51. The Vice-Minister of Transport and Communications of the Republic of Lithuania Mr. Vladislav Kondratovič presented the transport trends and challenges in Lithuania to the Working Party.

52. The most important elements of transport trends and challenges in Lithuania are the following:

(a) Kaunas Airport was acknowledged by “The Euro Annie” awards as the most rapidly growing European airport in 2010;

(b) International Vilnius Airport (IVA) in October 2011 took the first position among 170 European airports rated by the Airports Council International Europe (ACI Europe) for growth of passenger rates;

(c) European Transport Safety Council awarded Lithuania with the “2011 Road Safety PIN” for being among the leading European Union member States in reducing fatalities on roads;

(d) In 2011, the manoeuvring locomotive TEM TMH of the company AB “Lietuvos geležinkeliai” (JSC Lithuanian Railways) in the contest "Lithuanian Product of the Year 2011" was recognized the best product exported to other countries;

(e) in 2004 and 2012, Klaipėda Seaport was awarded the Lithuanian Export Prize.

53. The long term priorities of transport and communication policy in Lithuania are as follows:

(a) Development of TEN-T Network and its connections;

(b) Promotion of multimodal and intermodal transport, development of public logistics centres' infrastructure;

(c) Improvement of energy consumption efficiency in the transport sector, promotion of sustainable (urban) mobility;

(d) Improvement of traffic safety and security;

(e) Deployment of Intelligent Transport Systems (ITS) and services.

54. The priorities of Lithuanian Presidency of the EU in transport are as follows:

(a) During the Lithuanian Presidency, Lithuania seeks to ensure continuity of the Irish Presidency while supporting the main objectives of the fourth Railway package, which is improving EU railway transport efficiency and the role of the EU in passenger and freight transportation markets. The Presidency will aim for a general approach on:

(i) the Safety directive in the Council;

(ii) Ensuring that passenger rights for travel in any mode of transport is of great importance to EU citizens. Therefore, Lithuania expects that the revision of EU legislation on air passengers will better protect air passenger rights and enhance legal certainty for air carriers. Lithuanian Presidency will aim at General Approach in the Council;

(iii) TEN-T guidelines/CEF regulation: Final agreement with the European Parliament on these dossiers in order to start implementation of projects of common interest in the fields of transport according to the Trans-European Networks policy in due time;

(iv) Clean Power for Transport: This initiative will accelerate the development of an EU-wide harmonised alternative fuel infrastructure as precondition for a broader market uptake of alternative fuels and vehicles. Lithuania expects to reach General approach on the draft Directive by the end of its Presidency at the TTE in December 2013.

55. The Working Party thanked the Vice-Minister of Republic of Lithuania for his informative report and presentation. The Working Party asked the secretariat to identify a

country which would be ready to present a report on the measures it has taken in improving the transport services on the national networks for its next session in 2014.

D. Transport trends and challenges in the road sector

Documentation: Informal document No. 7

56. The representative of IRU, Mr. Jens Hügel, gave a presentation on transport trends and challenges in the road sector.

57. The Working Party noted that according to the IRU road transport indices (www.iru.org/en_services_indices_index) which allow the comparison of GDP growth, road freight transport volumes and new vehicle registrations in 58 countries, a divide exists between the north and the south of Europe. In the south, a deep recession was observed. On the other hand countries from northern Europe have maintained stable development since 2009. While EU countries remain at levels below the pre-crisis period, the BRIC¹ and TRACECA countries drive economic growth at above pre-crisis levels. Furthermore, the sales of new vehicles in EU dramatically declined in 2009 and since then, the level of new cars sales remains low. IRU reported that during the NELTI project 200,000 border crossing points were monitored with the following results:

- (a) Fifty seven per cent of transport time lost at border crossings;
- (b) Thirty eight per cent of transport costs due to unofficial levies.

58. 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-seventh session in 2014.

E. Transport trends and challenges in the rail sector

Documentation: Informal document No. 8

59. The representative of UIC, Mrs. Snejana Markovic-Chenais, gave a presentation on transport trends and challenges in the rail sector.

60. The Working Party noted that, according to UIC, the recovery of passengers slowed down as of 2010 and freight recovery continued from 2010. In Europe, passenger activity remains below 2008 levels, but a stable increase was observed in recent years. The market share of Europe's rail freight traffic is increasing, but again has not reached the 2008 levels. The Russian Federation led the way with one-quarter of the world's freight traffic: with a 5.7 per cent increase in 2011 and 4.5 per cent in 2012. Since 2011, the Russian Federation surpassed the 2008 levels of freight traffic.

61. The Working Party expressed its appreciation to UIC invited UIC to provide information on further developments in the rail sector at its twenty-seventh session in 2014.

F. Transport trends and challenges in the inland waterways sector

62. The secretariat informed the Working Party on this subject.

63. During the two-year period June 2010 to June 2012, Europe entered a second phase of the economic crisis; the economies of the EU having stagnated with a 1.76 per cent

¹ "Brazil, the Russian Federation, India and China"

growth for 2010. In the same year, economic growth peaked in some ECE economies; in particular, Turkey (8.2 per cent) and Belarus (7.6 per cent), against sharp declines in Greece (-4.5 per cent), Iceland (-3.5 per cent) and Croatia (-1.4 per cent). Overall, an average growth of 4 per cent was reached for the world in 2010, with ECE economies representing a growth of 2.6 per cent.

64. Transport by traffic axes and regions:

(a) Rhine: The 2011 results exceeded the 2010 results by 1.0 per cent, with 185.7 million tonnes of freight moved in the so-called traditional Rhine traffic (on the section between Basel and German/Dutch border). Differences in traffic intensity can be observed between individual stretches of the Rhine. On the Upper Rhine, 27.8 million tonnes were transported, 73.8 million tonnes on the Middle Rhine and 172.2 million tonnes on the Lower Rhine.

(b) Danube: The growth of the volume of freight in 2010 increased by 5.2 per cent compared to 2009, and 25 per cent compared to 2001. Of the overall volume of freight for 2010, Romania represents 18,366 thousand tonnes, Serbia 15,348 thousand tonnes, Austria 11,050 thousand tonnes and Slovakia 10,103 thousand tonnes. In 2010, the largest ports on the Danube with a turnover of more than 3 million tonnes were Izmail (6,780 thousand tonnes), Linz (5,202 thousand tonnes), Galati (4,677 thousand tonnes), Bratislava (3,968 thousand tonnes) and Smederevo (3,030 thousand tonnes). The ports of Reni, Ruse, Pančevo, Dunaújváros, Budapest, Vienna, and Regensburg had a turnover of over 1 million tonnes each.

(c) Mosel: A total of 7,513 cargo carrying vessel units with a cargo of 12.6 million tonnes passed through the Koblenz lock in 2011. In 2010, the figure was 14.3 million tonnes. The French section of the Mosel in Apach showed a decline of 14 per cent to approximately 7.9 million tonnes. The Luxembourg lock at Grevenmacher recorded 8.2 million tonnes and thus 15 per cent less than the year before.

65. The Working Party expressed its appreciation to the secretariat for the presentation on the analysis of recent inland water transport trends and challenges and asked the secretariat to provide an update at its twenty-seventh session in 2014.

X. Transport and Competitiveness (agenda item 9)

Documentation: Informal document No. 9

66. The Working Party took note of the secretariat report on the UNECE project "Supply Chain Challenges for National Competitiveness through Transport" (Informal document No. 9). The secretariat informed the Working Party that the methodology for this project is ready and is being fine-tuned by the secretariat based on inputs received from experts. The Working Party welcomed the decision of Sweden to serve as a pilot country to test and further improve the methodology.

67. The Working Party recalled the current mandate on inland transport modes only and expressed its appreciation for the work carried out by the secretariat and asked for an update at its next session in 2014.

XI. Technical assistance to countries with transition economies (agenda item 10)

Documentation: Informal document No. 10

68. The Regional Advisor of the Transport Division informed the Working Party about activities in technical assistance to countries with transition economies.
69. The four issues of strategic importance in the current biennium are:
- (a) Road traffic safety;
 - (b) Sustainable transport development;
 - (c) Climate change mitigation and adaptation;
 - (d) Intelligent Transport Systems.
70. One of the largest technical assistance programmes being implemented is linked to the ForFITS project. The main objective of this programme, which should be completed by the end of 2013, is to enhance international cooperation and planning on sustainable transport policies.
71. The UNDA global project for facilitating transit and border crossing of goods transport by customs to customs information exchange² started slowly in 2012, but should be completed by the end of 2014. The objective is to further facilitate legitimate trade and transport from and to developing countries, countries with economies in transition and, in particular, landlocked countries.
72. Technical Assistance also includes TEM and TER infrastructure projects and SPECA PWG-TBC activities, which constitute more or less a permanent area of capacity-building activities carried out by the Transport Division.
73. The workshop on transport statistics Web Common Questionnaire (22 November 2012, Kiev), brought together statisticians from Georgia, Kazakhstan, Republic of Moldova, Tajikistan and Ukraine.
74. A detailed UNECE programme of technical assistance in road traffic safety was developed to implement the UN Decade of Action for Road Safety in the period of 2011–2020. The implementation will start when funding has been secured.
75. The core objective of the UNECE strategy on Intelligent Transport Systems is to promote new actions and policies where ITS can improve the quality of life and make sustainable mobility available across borders. Twenty UNECE actions were agreed upon that promote the use of ITS in the UNECE Road Map on Intelligent Transport Systems.
76. The Working Party appreciated the activities of the Regional Advisor and requested the secretariat to inform about the Regional Advisor's activities at its next session in 2014.

² also led by UNECE

XII. Programme of work and biennial evaluation for 2014–2015 (agenda item 11)

Documentation: ECE/TRANS/WP.5/2013/4, ECE/TRANS/WP.5/2013/5

77. The secretariat informed the Working Party about its programme of work and biennial evaluation for 2014-2015 (ECE/TRANS/WP.5/2013/4) and the programme of work for 2014–2018 (ECE/TRANS/WP.5/2013/5). The Working Party adopted its programme of work and biennial evaluation for 2014–2015 and its programme of work for 2014–2018 as proposed by the secretariat.

XIII. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 12)

Documentation: ECE/TRANS/236

78. The Working Party took note of the decisions of the seventy-fourth session of the Inland Transport Committee (26–28 February 2013) related to its areas of work and asked the secretariat to be informed about such decisions at its twenty-seventh session in 2014.

XIV. Other business (agenda item 13)

79. The Working Party was informed by the Russian Federation that the Deputy Chair of the Working Party Mr. Alexey Alexeev Head of Division of Development of Transport Corridors and Logistics could no longer be Deputy Chair of the Working Party since his duties in the Ministry had changed. The Russian Federation suggested to the Working Party that Mr. Alexeev would be replaced by Mr. Andrey Timochkin, Deputy Director, Development Programmes Department, Ministry of Transport of the Russian Federation. The Working Party approved this replacement.

XV. Date of next session (agenda item 14)

80. The Working Party's twenty-seventh session is tentatively scheduled to take place in Geneva from 16 to 18 September 2014.

XVI. Adoption of the decisions (agenda item 15)

81. The Working Party adopted the list of main decisions of its twenty-sixth 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.
