



Working Party on Transport Trends and Economics (WP.5)

Mrs. Ingeborg DETTBARN

CHAIR Working Party
on Transport Trends
and Economics

First Secretary
Transport Section
Permanent Mission of
the Federal Republic
of Germany to the
United Nations Office
and other
international
organizations in
Geneva

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- A. Thirtieth session** (4-6 September 2017) of the Working Party on Transport Trends and Economics (WP.5) (ECE/TRANS/WP.5/62) (**ECE/TRANS/2018/3** – Analytical Work);
- A. Further discussed the **Med Net Observatory on Ports Hinterland Connections** and its hosting by the working party;
 - B. Monitored the developments relevant to **pan-European transport networks** and **transport in Mediterranean Region** (European Commission, TEM&TER, CETMO, Union for the Mediterranean, Europe-Africa fixed link through the Strait of Gibraltar);
 - C. Informed about the development of a **transport infrastructure observatory in Europe and Asia (ECE/TRANS/2018/4)** that includes all existing initiatives on transport infrastructure development in the European and Asian continents;
 - D. Informed about the work of the Group of Experts on **Benchmarking Transport Infrastructure Construction Costs (ECE/TRANS/2018/5)**;
 - E. Informed about the infrastructure module of the **pan-european cycling master plan** based on the same methodology the produced the TEM&TER revision master plan and the EATL study which was adopted by the THE PEP bureau;
 - F. Informed about the work of the Group of Experts on **Climate Change Impacts and Adaptation Transport Networks and Nodes ()**;
 - G. Reviewed the transport situation, **transport trends and economics** in ECE region (Financing Transport Infrastructure (**Informal Document No2**), Sustainable Urban mobility and public transport, **road** sector, **rail** sector, **inland waterways** sector, **Transport Statistics** analysis)





Workshop on “Transport Infrastructure Corridors along Europe and Asia”

The main objective of this workshop was two fold. First to **take stock of the latest developments** taken place by Governments and Regional International Organizations on development of international and regional transport corridors, their management, investment projects as well as their initiatives to eliminate border crossings delays and infrastructure missing links. Second to **strengthen cooperation among those initiatives** discuss on the International transport infrastructure observatory established under the framework of Working Party on Transport Trends and Economics and suggest concrete steps towards facilitation of cooperation among the key stakeholders.





Workshop on “Mobility as a Service”

As more of the world’s cities become congested and polluted, **new business models** and technologies are emerging to solve the mobility challenge.

The participants during the workshop noted that MaaS is the **integration of various forms of transport services into a single mobility service** accessible on demand. To meet a customer’s request, a MaaS operator facilitates a diverse menu of transport options. For the user, MaaS can offer added value through use of a single application to provide access to mobility, with a single payment channel instead of multiple ticketing and payment operations;



WP.5 wants ITC to be informed about and requested for:

- a) Working party`s decision to organize at its next session as a follow-up to the third phase of the EATL Group, an **international conference on the “operationalization of the Euro-Asian corridors”** where all relevant stakeholders such as freight forwarders, shippers, railways undertakings and of course the Governments will be invited to attend the meeting;
- b) Working party`s decision on the **next theme for the transport trends and economics 2017-2018** to be on “**Mobility as a Service**”;
- c) Working Party requests ITC to **extend the mandate of the Group of Experts** on climate change impacts and adaptation on transport networks and nodes for one more year after approval by ExCom in order to report at the thirty second session of WP.5 (2019);





SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT

 Inclusive International Legal Architecture

 Effective Public Administration

 International Cooperation

 Innovative Financing

 New Technologies

 Social Responsibility

enablers

objectives

Seamless B / C

Facilitated international transport

Reduced GHG emissions

Reduced air / noise pollution

Increased P.T. Mobility Choices

Zero traffic fatalities and injuries

Efficient transport services

Enjoyable walking and cycling

The future
Inland Transport
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