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**ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics
(Thirteenth session, 18-20 September 2000,
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EURO-ASIAN TRANSPORT LINKS

Note by the Chairman

This document is reproduced as received from the Chairman, for consideration by the Working Party.

1. UN/ECE should submit the situation report with maps of the corridors for the next session of WP5 on 18 September 2000 to the second Euro-Asian conference in St. Petersburg on 12 September 2000 as well.

It should be made clear that, despite considerable difficulties, ECE/ESCAP will, with some delay, discharge the mandate deriving from the vote at the third Pan-European Transport Conference (Helsinki, 1997) and CEMT 1998.

2. In its further work, the WP5 ad hoc working group should pay attention to the "corridor philosophy", meaning that the Euro-Asian corridors should, like the 10 Pan-European corridors:
 - Be part of the E road and rail networks (as per AGR, AGC and AGTC), with the actual routes, particularly of new sections, being defined by the steering committees.
 - Be links between the Trans-European networks and Asia.
 - Be "multimodal" in nature; i.e. include both roads and railways.
3. The suggestions about further co-operation in accordance with the ESCAP working paper of 16 May 2000 should be agreed with ECE and, following approval by EC, CEMT and the States concerned, serve as a binding basis for work.
4. The programme of work (mid- and sort-term activities) should be more precisely spelt out and the people responsible for the concrete handling of particular tasks should be defined.

The concretization of the concept of Euro-Asian links through the use of the expression "strategic visions" is welcome. However, the relevant data (infrastructure/traffic volume) and information (operational and traffic-policy constraints) should be extracted from, say, OSZhD/UIC and IRU documents before any surveys of Governments or supplementary investigations.
