



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.5/26
13 October 1999

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics

**REPORT OF THE WORKING PARTY ON TRANSPORT TRENDS
AND ECONOMICS ON ITS TWELFTH SESSION
(6-8 September 1999)**

CONTENTS

| | <u>Paragraph(s)</u> |
|--|---------------------|
| Attendance | 1 |
| Adoption of the agenda | 2 |
| Activities of ECE bodies of interest to the Working Party | 3-6 |
| (a) Economic Commission for Europe | 3 |
| (b) Inland Transport Committee | 4 |
| (c) ECE Working Parties | 5 and 6 |

Please note that the distribution of documentation for the Working Party on Transport Trends and Economics (WP.5) is no longer "restricted". Accordingly, the secretariat has adopted a new numbering system whereby all working documents other than Reports and Agendas will be numbered as follows: TRANS/WP.5/year/serial number. Reports, Agendas, resolutions and major publications will retain their previous numbering system (i.e., TRANS/WP.5/24).

CONTENTS (cont'd)

| | <u>Paragraph(s)</u> |
|--|---------------------|
| Follow-up to the Regional Conference on Transport and the Environment | 7-10 |
| Developments regarding transport policies | 11-19 |
| (a) Progress made in the implementation of the Pan-European Transport Corridors and the Pan-European Transport Areas | 11-14 |
| (b) Exchange of views on developments in European transport resulting from integration processes | 15-17 |
| (c) Monitoring of progress towards market economy in the transport sector of countries in transition | 18 and 19 |
| Evaluation process for inland transport infrastructure projects | 20-29 |
| (a) Appraisal of projects in Pan-European Transport Corridors Nos. 2 and 9 (b) in the New Independent States (NIS) | 20 and 21 |
| (b) Specific issues of interest for the development of Pan-European Transport Corridors | 22-27 |
| (i) Automatic gauge change system in rail transport | |
| (ii) Transitional geometric standards of transport infrastructure | |
| (iii) Unit infrastructure cost analysis | |
| (c) Transport Infrastructure Needs Assessment (TINA) Project | 28 and 29 |
| Euro-Asian transport links | 30 |
| Assistance to countries in transition | 31-33 |
| Coherent European System of International Transport Infrastructures | 34 |

CONTENTS (cont'd)

| | <u>Paragraph(s)</u> |
|---|---------------------|
| Development of a European Transport Database System | 35 and 36 |
| Questions related to transport in the Mediterranean | 37-46 |
| (a) Europe/Africa permanent link through the Strait of Gibraltar | 38 |
| (b) Mediterranean Transport Study Centres and Transport Training Centre | 39-42 |
| (c) Mediterranean Pan-European Transport Area | 43-46 |
| Draft Programme of Work for 2000-2004 | 47 |
| Other business | 48 and 49 |
| (a) Date of the next session | 48 |
| (b) Perspectives for the agenda of the next session | 49 |
| Adoption of the report | 50 |

* * *

Annex: Draft programme of work for 2000-2004

REPORT

ATTENDANCE

1. The Working Party on Transport Trends and Economics held its twelfth session from 6 to 8 September 1999. Mr. W. Dörries (Germany) and Mr. V. Arsenov (Russian Federation) were Chairman and Vice-Chairman, respectively, of the session. Representatives of the following ECE member States participated: Austria; Belarus; France, Germany; Greece; Hungary; Italy; Netherlands; Poland; Russian Federation; Spain and Turkey. The Commission of the European Community (CEC) and its TINA secretariat were also represented. The following intergovernmental organizations were represented: European Conference of Ministries of Transport (ECMT) and Organization for Cooperation between Railways (OSZhd).

ADOPTION OF THE AGENDA

2. The provisional agenda (TRANS/WP.5/25) was adopted.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) Economic Commission for Europe

Documentation: E/1999/37-E/ECE/1374.

3. The Working Party was informed about the results of the fifty-fourth session of the Economic Commission for Europe (4-6 May 1999), particularly regarding cooperation initiatives in countries in transition and the Mediterranean Region, and the sustainable-development concept.

(b) Inland Transport Committee

Documentation: ECE/TRANS/128 and Add.1.

4. The Working Party learned about the activities considered at the sixty-first session of the Inland Transport Committee to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/128, paras 19-21 and 29-41), particularly in the areas of relevance to the Programme of Work of WP.5: the development of the Pan-European Transport Corridors (PETrCs), and Euro-Asian links, and transport issues in the Mediterranean region.

Note: Text underlined indicates a decision taken during the session.

(c) ECE Working Parties

Documentation: TRANS/SC.1/363; TRANS/SC.2/190; TRANS/SC.3/146;
TRANS/WP.24/83; TRANS/WP.6/135.

5. The Working Party was informed of a number of activities related to transport trends and economics carried out by the Working Party on Road Transport, the Working Party on Rail Transport, the Working Party on Inland Water Transport, the Working Party on Combined Transport and the Working Party on Transport Statistics, in particular those related to the extension of the European Agreement on Main International Roads (AGR), European Agreement on Main International Railway Lines (AGC) and European Agreement on International Combined Transport Lines and Related Installations (AGTC) networks to the Caucasus and Central Asian Regions, the facilitation of border-crossing and the development of European transport databases.

6. The Working Party took note of this information and requested the secretariat to provide this information in writing in the future as an informal paper, highlighting those aspects that might be taken into account in further work by the Working Party.

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

Documentation: JMTE/1998/4.

7. The Working Party was informed about the progress made in the implementation of the Vienna Declaration (ECE/RCTE/CONF./2/FINAL) and the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL), and the decisions taken at the Joint Meeting of the Bureau of the ITC and the Environment Committee (JMTE/1998/4).

8. The Working Party discussed various alternatives to continue the activity mentioned in item (m) in its programme of work (TRANS/WP.5/1999/15), and decided to focus on the Strategic Environmental Assessment (SEA) concept. As substantive work has already been carried out by the CEC in the context of the development of the Trans-European Transport Network in the EU's member states and acceding countries, it was considered that it would be useful to compare that approach with the current practices and needs in the New Independent States (NIS). As a first approach to the issue, the Working Party invited the representative of the Russian Federation to elaborate a list of main aspects on SEA including the availability of the relevant data on the basis of the experience in his country, and to compare it with the contents of the EU's handbook on SEA.

9. Furthermore, the Working Party recommended to the Steering Committees of the Pan-European Transport Corridors to take the environmental aspect duly into account in their future deliberations.

10. The Working Party noted that many other initiatives on SEA were under way, and that the results of them should also be taken into account in this exercise in the future. Furthermore, the Working Party pointed out that another substantive contribution that could be made to the follow-up of the Vienna Conference in the future could be to precise the concept of sensitive areas.

DEVELOPMENTS REGARDING TRANSPORT POLICIES

(a) Progress made in the implementation of the Pan-European Transport Corridors and the Pan-European Transport Areas

Documentation: TRANS/WP.5/1999/1; informal paper.

11. The TINA report on the Status of the Pan-European Transport Corridors (PETrC) was circulated as an informal paper for discussion on this item. It was announced that the date of issuance of this report was March 1999 and not December 1998, as printed on its cover page.

12. The representative from the TINA secretariat briefed the Working Party on the recent developments in this area, particularly on the progress made in the establishment of Memoranda of Understanding on the PETrCs that still do not have them (Corridors 6, 9 and 10). He also announced the intention of his institution to improve monitoring and assessment of PETrC's implementation in NIS countries in the future.

13. The Working Party appreciated very much the wealth of information contained in the document and asked the secretariat to have a closer contact with the PETrC's Steering Committees and the TINA secretariat in the future in order to include also information on regulatory and environmental aspects in the report for its forthcoming session, particularly in the NIS.

14. The Working Party asked the European Commission to prepare also for its next session a report showing the progress made in the implementation of the Pan-European Transport Corridors and Pan-European Transport Areas.

(b) Exchange of views on developments in European transport resulting from integration processes

Documentation: TRANS/WP.5/1999/2; TRANS/WP.5/1999/3 and Add.1; informal paper.

15. The Working Party took note of the information provided by the Governments of Cyprus and Estonia to the CEC's Report on Competition Policy (TRANS/WP.5/1999/2).

16. The Working Party also took note of the information on the problems encountered in the application of the principles of market economy in the inland transport sector in the countries involved in the development of Pan-European Transport Corridors 2 and 5, as provided by the countries and circulated in documents TRANS/WP5/3 and Add.1. It was pointed out that, thus far, the information was mainly descriptive and qualitative, and that further work was needed to actually identify existing problems. Accordingly, the Working Party requested the secretariat to analyse this information and to produce a summary

17. The Working Party took note of the Regulation issued by the EU on 21 June 1999 establishing an Instrument for Structural Policies for Pre-Accession (ISPA), that might have a considerable impact on the development of transport infrastructure in the acceding countries.

(c) Monitoring of progress towards market economy in the transport sector of countries in transition

Documentation: TRANS/WP.5/1999/4; TRANS/WP.5/1998/3 and Add.1.

18. At its twelfth session, the Working Party agreed to continue monitoring the progress towards market economy in the transport sector of transition countries on the basis of a list of relevant indicators (TRANS/WP.5/24, para. 39).

19. The Working Party took note of the information provided by the governments and requested the secretariat to produce a summary paper highlighting the progress made, thus far, and the main barriers encountered in the privatization process. This paper should be circulated among the interested countries for comments and subsequently be presented at the forthcoming ECMT meeting of Deputies as an input for its next Conference of Ministers.

EVALUATION PROCESS FOR INLAND TRANSPORT INFRASTRUCTURE PROJECTS

- (a) Appraisal of projects in Pan-European Transport Corridors Nos. 2, 3, 5 and 9 (b) in the New Independent States (NIS)

Documentation: TRANS/WP.5/1998/3; TRANS/WP.5/1998/4 and TRANS/WP.5/1999/5.

20. The Working Party on Transport Trends and Economics (WP.5), at its eleventh session, decided to continue the investigation undertaken on the Pan-European Transport Corridors outside the TINA region, i.e. Belarus, Republic of Moldova, Russian Federation and Ukraine. It was agreed that the activities initiated in Corridors 2 and 9 (b) should be continued and that the same activities should be carried out in Corridors 3 and 5 (TRANS/WP.5/24, paras. 44 and 22). This analysis should comprise (i) the selection of regulatory measures in accordance with the transport situation in the NIS, (ii) the collection of transport-related information on the physical characteristics of road and rail infrastructures as well as (iii) volumes of passenger and goods traffic by link.

21. The Working Party examined the new information provided by the Governments of the Russian Federation and Ukraine (TRANS/WP.5/1999/5), and found that the existing information could be useful as a means to identify inputs for any project assessment process in the future. Accordingly, it requested the secretariat to prepare a note on relevant issues to be taken into consideration for the assessment of transport infrastructure projects in the NIS based on this information and other documents already made, particularly the tools developed within the TINA process. This note could serve as a basis for the development of recommendations to the PETrC's Steering Committees. In this connection, the report prepared by the Working Party on the definition of common criteria regarding bottlenecks, missing links and quality of service of infrastructure networks should also be taken into account (TRANS/WP.5/R.60).

- (b) Specific issues of interest for the development of Pan-European Transport Corridors

22. At its eleventh session, the Working Party agreed to discuss some specific issues of interest for the development of the PETrCs, particularly questions related to automatic gauge change systems in rail transport, the use of transitional infrastructure geometric standards and the development of infrastructure cost analysis (TRANS/WP.5/24, paras. 25-27).

(i) Automatic gauge change systems in rail transport

Documentation: TRANS/WP.5/1999/16.

23. The Working Party examined the document on automatic change-of-gauge systems in rail transport and invited other countries concerned (Belarus; Finland; France; Spain; Republic of Moldova; Russian Federation and Ukraine) to join the ongoing study carried out in particular on PETr Corridors I and II (TRANS/WP.5/1999/16). The secretariat was asked to send the Terms of Reference of the study to the above-mentioned countries and to inform the Working Party on Rail Transport (SC.2) accordingly.

24. The Working Party recalled that change-of-gauge operations are only one of many tasks that take place at borders, and that final stopping times are due to a larger number of issues, as have been analysed by, inter alia, the Working Parties on Road and Rail Transport (SC.1 and SC.2). It recommended that these aspects should be taken into account in the test, and that the socio-economic impacts of stopping times at the borders should be identified. According to the results of the study, the Working Party pointed out that a potential field of co-operation with those Working Parties could be considered in future.

(ii) Transitional geometric standards of transport infrastructure

Documentation: TRANS/WP.5/1999/6.

25. The Working Party examined the information provided by the TEM and TER Project Central Offices on their transitional geometric standards of infrastructure (TRANS/WP.5/1999/6) and stated that the TEM and TER phased-approach was adequately addressing the difficulties that many countries might have in reaching in the short and medium term the standards requested by the AGC, AGTC and AGR Agreements. This phased-approach could also contribute to the development of the PETrCs.

26. The Working Party asked the secretariat to complete the information provided by this document, particularly on axle loads and vehicle gauge limits in the TEM project. At the request of the Working Party, the Hungarian delegation agreed to collect information on unit infrastructure costs (costs for construction, reconstruction and upgrading of the infrastructure) to upgrade existing infrastructure conditions to the TEM and TER transitional standards, and to make an economic comparison of the different phasing improvement of the infrastructure.

(iii) Unit infrastructure cost analysis

27. The representative of the CEC announced that a report on unit infrastructure costs for TINA countries should be issued promptly and that it would be transmitted to the secretariat when available.

(c) Transport Infrastructure Needs Assessment (TINA) Project

Documentation: TRANS/WP.5/1999/7.

28. The Working Party took note of the executive summary of the Draft Final Report on Transport Infrastructure Needs Assessment in Central and Eastern Europe, as provided by the EC (TRANS/WP.5/1999/7). It also learned from the representative of the TINA secretariat that this draft was under discussion with the countries concerned and that it was expected to present a final version at the next G-24's meeting (February or March 2000). The representative of the TINA secretariat stressed that TINA was only a part of the Helsinki Corridor Development process. In this sense, the network definition represented a major milestone, which may be followed up by a discussion on topics such as the definition of a minimum network, the identification of bottlenecks, and the development of homogeneous regulatory frameworks.

29. The Working Party felt that many TINA tools (e.g. on cost estimates or financing guidelines...) could be useful for countries outside the TINA region. Accordingly, it was decided that the Russian Federation would co-ordinate an exercise to compare the TINA methodology with current practices and needs in the NIS. An ad hoc meeting should be convened in the spring of 2000 in Brussels, with the participation of NIS, the TINA Secretariat, the EC, the ECE's secretariat, and one TINA country (Hungary) in order to revise the findings made by the coordinator. In order to facilitate this task, the UN/ECE will translate the TINA methodology into Russian.

EURO-ASIAN TRANSPORT LINKS

Documentation: TRANS/WP.5/1999/8; informal paper by the secretariat.

30. The Working Party examined the note prepared by the ECE secretariat (TRANS/WP.5/1999/8) identifying, inter alia, the problems encountered on Euro-Asian transport connections. It agreed that it could be a sound basis for the development of a programme of work, and requested the secretariat to convene an informal ad-hoc meeting in Geneva with this objective in the first half of 2000. This meeting should include representatives from ECE, EC, ESCAP and the Russian Federation, as well as its Chairman. It further recommended that due attention be given also to road infrastructure and to maritime transport. It welcomed the support offered by the Directors of CETMO and TRANSCEM to

establish a report on maritime connections which have a bearing on traffic between Europe and Central Asian ECE member countries.

ASSISTANCE TO COUNTRIES IN TRANSITION

Documentation: TRANS/WP.5/1999/9; TRANS/1999/11.

31. On the basis of the above documentation, the Working Party was informed about the South-east European Cooperative Initiative (SECI), the Special Programme for the Economies of Central Asia (SPECA), the Black Sea Economic Cooperation (BSEC), the developments in the TEM and TER projects and the activities of the Regional Advisers, as well as the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT).

32. The Working Party took note of the decision of the Inland Transport Committee, at its sixty-first session, to take out from its programme of work the list of activities for assistance to countries in transition, and to keep that list as a separate document in the future, and the modifications that were made to that list (TRANS/1999/11).

33. Finally, the Working Party discussed possibilities for providing financial support for activities directed toward assisting countries in transition and made reference to the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT). The Working Party noted that, for the time being, no funds were available for the transport sector in TFACT. In accordance with Commission decision B (51), the Working Party invited Governments and relevant international organizations and institutions to contribute to the Fund and to inform the secretariat as to the type of assistance which would be forthcoming.

COHERENT EUROPEAN SYSTEM OF INTERNATIONAL TRANSPORT INFRASTRUCTURES

Documentation: TRANS/WP.5/1999/10.

34. The Working Party took note of the modifications in the AGR, AGC and the AGTC transport networks as well as the developments in the TEM and TER projects (TRANS/WP.5/1999/10), and requested the secretariat to continue reporting on this issue at its forthcoming session.

DEVELOPMENT OF A EUROPEAN TRANSPORT DATABASE SYSTEM

Documentation: TRANS/WP.5/1999/11.

35. The Working Party took note of the progress made in the development of the TEM and TER databases, and of other activities undertaken by the ECE on the design and implementation of a European Transport Database System (TDS).

36. The Working Party pointed out that these data could serve as a basis for the development of a multimodal analysis in the future. Accordingly, it requested the secretariat to report on the progress made in the TDS at its forthcoming session, particularly on the extent to which data has been actually collected and could be exploited to that aim.

QUESTIONS RELATED TO TRANSPORT IN THE MEDITERRANEAN

37. During their eleventh and sixty-first sessions, respectively, the Working Party and the Inland Transport Committee considered questions related to transport in the Mediterranean (TRANS/WP.5/24, paras. 72-78; ECE/TRANS/128, paras. 36-40).

(a) Europe/Africa permanent link through the Strait of Gibraltar

Documentation: E/1999/20.

38. The Working Party took note of the evaluation report on the studies related to the project for the period 1997-1998, presented by ECE and the Economic Commission for Africa (ECA) in accordance with ECOSOC resolution 1997/48, and requested to be informed also on any new developments on this project at its forthcoming session.

(b) Mediterranean Transport Study Centres and Transport Training Centre

Documentation: TRANS/WP.5/1999/12 and Add.1.

39. The Director of CETMO presented the activities done by the Centre in the last year (TRANS/WP.5/1998/12/Add.1).

40. He underlined the importance of the work of CETMO as secretariat of the GTMO (Group of Transport Minister of Western Mediterranean) and its support to the General Directorate of Transport of the EC for the development of the Euromed partnership in the field of transport.

41. The Director of TRANSCEM presented the activities of his Centre, stressing that TRANSCEM was currently active mainly in the Balkan Region, where a specific research forum (South East European Transport Research Forum (SETREF)) had been set up.

42. In accordance with a request of the Working Party, the Directors of CETMO and TRANSCEM agreed to report to the next session of WP.5 on the results of the work taken up by both centres at the forthcoming session.

(c) Mediterranean Pan-European Transport Area

Documentation: TRANS/WP.5/1999/13 and TRANS/WP.5/1999/14.

43. Following the request made by the Working Party at its eleventh session (TRANS/WP.5/24, para. 78), the Director of CETMO presented a progress report on the activities carried out in the Pan-European Transport Area concerning the Mediterranean (TRANS/WP.5/1999/13). In particular, the Working Party was informed of the results of the first meeting of the Euromed Transport Forum, and noted that a second meeting was foreseen to take place at the beginning of 2000. He underlined the existing close cooperation with the European Commission on its transport programme and strategy for the Euromediterranean partnership.

44. The representative of the European Commission outlined the EC's main concerns in this area and the prospectives to get substantive progress in the coming year.

45. The Working Party took note of this information and expressed its willingness to give full support to the development of the Mediterranean PETrA, particularly in the field of transport facilitation. Accordingly, in connection with CETMO's programme of work, it felt that a meeting should be organized with the countries in the region with the aim of promoting the accession of these countries to existing international agreements in the field of transport. The Director of CETMO expressed his willingness to try to organize such an event in the coming year with the support of UN/ECE.

46. The Working Party requested the Director of CETMO and the EC to further report on this issue at its forthcoming session.

DRAFT PROGRAMME OF WORK FOR 2000-2004

Documentation: TRANS/WP.5/1999/15.

47. The Working Party approved its programme of work as annexed to this report.

OTHER BUSINESS

(a) Date of the next session

48. The Working Party's thirteenth session is tentatively scheduled to be held from 12 to 14 September 2000.

(b) Perspectives for the agenda of the next meeting

49. In the framework of its programme of work, the Working Party agreed to concentrate its work during the next session on a limited number of items.

ADOPTION OF THE REPORT

50. The Working Party agreed that the report on its twelfth session should be established by the Chairman and the Vice-Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

Annex

DRAFT PROGRAMME OF WORK FOR 2000-2004

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 issuesPriority: 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:

CONTINUING ACTIVITIES

- (a) Study of economic aspects of transport and annual review of transport developments 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: Annual report on transport development
Priority: 2
- (b) Periodical review of new important policy developments relating to inland transport in UN/ECE 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. Output expected: Reports on developments in inland transport of member countries (every five years); Report on competition in the transport sector (2000)
Priority: 2
- (c) Consideration of the main European traffic lines in order to ensure accessibility of peripheral regions. Output expected: Report on transport development in Pan-European Transport Areas (2000)
Priority: 1
- (d) Consideration of the extension of the Pan-European transport corridors outside the EU and the countries associated with the EU. Output expected: Report identifying and assessing important projects on Pan-European transport corridors Nos. 2, 3, 5 and 9(b) (2000); Report on progress made in the implementation of the Pan-European Transport

Corridors (2000); Report on Transport Infrastructure Needs Assessment (TINA) project (2000); Report on problems concerning the application, inter alia, of principles of market economy in the inland transport sector (2000). Priority: 1

- (e) Study of the interrelationship of the UN/ECE agreements (AGR, AGC, AGTC and its Protocol, AGN) and projects (TEM, TER) with the Pan-European transport network planning procedure, including Euro-Asian links, with a view to: Priority: 1

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: Annual report on coherent European system of international transport infrastructure, Report on Euro-Asian transport links (2000); Report on bottlenecks in the Trans-European Railway (TER) network (2000)

- (f) 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: 1

- (g) Transport 2000 in Central and Eastern Europe. Consideration of specific subjects related to the transport situation in central and eastern Europe in order to improve transport in transition countries. Output expected: Annual report on development of data bank system in countries in transition. Priority: 3

- (h) Activities for assistance to countries in transition regarding institutional adaptation of government administration and of transport enterprises to market economy including also support through the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT).^{1/} Output expected: Annual report on assistance to countries in transition; Report on progress made towards market economy in the transport sector of transition countries (2000). Priority: 1

^{1/} A detailed list of subjects is circulated in document TRANS/WP.5/1999/13.

- (i) 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 Priority: 2
- (j) Promotion of international transport agreements to permit, in particular, Mediterranean countries to adhere to them. Priority: 3
- (k) Information on the studies on the Europe/Africa Permanent Link through the Strait of Gibraltar. Output expected: Annual report on progress made in the analysis of Europe/Africa Permanent Link through the Strait of Gibraltar Priority: 3

ACTIVITIES OF A LIMITED DURATION

- (l) Consider the impact of regulatory measures in transport with the objective to identify the need for transport infrastructure and to study particular aspects in the New Independent States (NIS). Output expected: Report on regulatory measures in transport in NIS (2000) Priority: 1
- (m) 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.^{2/}

^{2/} 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 (ECE/RCTE/CONF./3/FINAL)).