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Twenty-seventh session

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

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I. Attendance

1. The Working Party on Transport Trends and Economics held its twenty-Seventh session from 8 to 10 September 2014. The meeting was chaired by Mr. Björn Oriwohl (Germany). Representatives of the following United Nations Economic Commission for Europe (UNECE) member States participated: Albania, Austria, Belarus, Belgium, Bosnia and Herzegovina, Croatia, Czech Republic, France, Germany, Israel, Italy, Lithuania, Luxembourg, Netherland, Poland, Romania, Russian Federation, Serbia, Spain, Sweden, Switzerland and Turkey.
2. Representatives of Afghanistan, Algeria, Jordan, Morocco and Tunisia attended the session under Article 11 of the Terms of Reference of UNECE.
3. A representative of the European Union (Joint Research Centre) was present.
4. The following United Nations organizations and specialized agencies were represented: United Nations Framework Convention on Climate Change (UNFCCC), UNECE TEM and TER Project Central Office.
5. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO) and the Eurasian Economic Commission (EEC).
6. The following non-governmental organizations were represented: International Road Federation (IRF) and International Road Transport Union (IRU).
7. The following attended the meeting at the invitation of the secretariat: Centre Sectoriel de formation professionnelle aux métiers de transport et de la logistique, CMS Cameron McKenna LLP, Democritus University of Thrace, EuroMed Road, Rail and Urban Transport Project, Evonik Industries AG, Fit Consulting, International Association "Coordinating Council on Transsiberian Transport " (CCTT), International MultiModal Transport Association (IMMTA), Kapsch TrafficCom AG, KIP - Intermodal Transport Cluster, National Technical University of Athens, PriceWaterhouseCoopers LLP.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/55

8. The Working Party adopted the agenda (ECE/TRANS/WP.5/55).

III. Second workshop on “Good practices and new tools for Financing Transport Infrastructure”, organized jointly by Euro-Asian Transport Links project, Trans-European Motorways (TEM) and Trans-European Railway (TER) projects and the Working Party on Transport Trends and Economics (agenda item 2)

Documentation: Informal document No. 1

9. The secretariat welcomed the participants to the workshop and emphasized the challenges of financing transport infrastructure. The importance of modern and efficient transport infrastructure as well as the development of innovative and new tools for financing transport infrastructure was highlighted. Furthermore, the benchmarking of

transport infrastructure construction costs was mentioned as one of the key points that would be addressed by the workshop. It is a significant and complex parameter when Governments calculate construction costs.

10. The participants:

(a) Recalled that the evolution of heavy goods vehicle (HGV) charging systems had three main stages, a) the non-direct user charge, (b) the Time-based charging (Vignette) and (c) Distance-based charging (Péage);

(b) Noted that electronic toll collections systems (ETC) which are based on the principle “User” – and “Polluter pays” are tools to (re)finance transport infrastructure;

(c) Noted that transport system taxes are gradually being replaced with more effective instruments such as road pricing;

(d) Observed that Public-Private Partnership (PPP) models for financing transport infrastructure encompass several risk such as political risk (change of Government), construction risk (unforeseen ground conditions), high capital cost (need for capital contribution), demand risk (passenger revenues), availability of finance (market liquidity);

(e) Noted that PPP schemes are not always the best solution for financing transport infrastructure and very careful steps should be taken and considered before proceeding with such an investment tool;

(f) Observed that there are different PPP-style structures such as the traditional PPP structure (Design Build Finance Maintain), the construction financing (Design Build Finance) and the post-construction financing (concession/privatisation post-construction):

(i) In the traditional PPP structure the public sector only pays for service that it receives, the private sector is incentivised to consider “whole life cost”. There is a granular allocation of risk and there is also significant international precedent;

(ii) In the construction financing structure the construction risk passes to private sector, there are reduced PPP premium post construction, there is operational flexibility and there is need for short term financing which implies greater liquidity in bank markets;

(iii) In the post construction financing structure there is reduced risk premium during construction, there is also flexibility during design and building and significant complexity from procurement is removed.

(g) Agreed that the benchmarking of transport infrastructure construction costs is significant for having realistic construction costs and a stable investment programme with no cost explosions; agreed that the use of benchmarking of construction costs could be for cost estimates and for control of projects’ cost developments;

(h) Noted that transport infrastructure costs are driven by the life-time expectancy, the historical costs versus replacement costs, the linear versus non-linear depreciation, the time span between maintenance costs and the interest rates; noted that different transport modes have different components for their infrastructure costs;

(i) Agreed that the main parameters that affect the transport infrastructure costs are the economic development of the country, the availability of natural resources for energy (fuel costs lower), the quality of construction, the type of terrain/soil and the topography, the environmental related parameters crossing urban conurbations, etc. and the expropriation costs.

11. The workshop showed the complexity of the substantive issues involved in financing transport infrastructure and the need for further analysis in ECE region. The Working Party appreciated the presentations made by the excellent speakers, considered them informative and of great importance and requested the secretariat to consider workshop's discussions when preparing the next transport trends and economics publication and include the presentations of the workshop as case studies or good practices.

12. In addition, the Working Party requested the secretariat to draft a formal document based on inputs received by the experts on benchmarking of transport infrastructure construction costs for the next session. Proposals for possible further actions to be taken by the Working Party on this issue should be included.

13. 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_workshop7.html.

IV. Workshop on “Transport Trends and Economics in Mediterranean region: Sharing experiences among EuroMed and UNECE countries” (agenda item 3)

A. EuroMed Transport Project

Documentation: Informal document No. 2

14. EuroMed delegation consisting of 18 country experts from 6 EuroMed countries and 4 EuroMed Experts, participated in the morning the workshop on Transport Trends and Economics in Mediterranean region: Sharing experiences among EuroMed and UNECE countries that was organized in the framework of UNECE-EuroMed cooperation. Following an introduction of the EuroMed (Road-Rail-Urban Transport) RRU Project made by Mr. Michalis Adamantiadis, EuroMed RRU Team Leader and Road Transport Expert, experts from 3 EuroMed countries, namely Jordan, Morocco and Tunisia, had the opportunity to present their country transport trends, strategic planning and development, as well as main challenges.

15. Participants noted that the EU funded EuroMed RRU project is being developed under the European Neighbourhood and Partnership Initiative (ENPI) – South. It covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria and Tunisia. The main objectives of the project are the development of land transport including regulatory reform and adaptation, operational conditions facilitating cross-border transport, safety in land transport modes, sustainable and efficient transport in urban areas and sharing of experiences with other countries especially from the Mediterranean region.

16. Project activities produced tangible results, some of which are summarised below:

(a) A new legislation was adopted in Algeria on the implementation of the digital tachograph.

(b) Jordan is implementing the Road Map for the accession to and the implementation of the European Agreement concerning the international carriage of dangerous goods by road (ADR), prepared by the project. Systematic efforts of EuroMed Partner countries and the project, broad advanced substantively the process towards opening of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) to non-UNECE member States.

(c) Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) full implementation is on the way in Morocco following the respective training and the study tour visit to Padua.

(d) Accession to ATP and ADR Agreements is being considered by EuroMed Partner countries that are not Contracting Parties to them. The Moroccan Ministry of Interior is now ready to implement the Roadmap for the organisation and regulation of the taxi fleets prepared by the project.

(e) Israel is using the technical texts with the draft regulations prepared by the EuroMed railway experts for introducing it as its official regulation of the Ministry of Transport.

(f) Tunisia is using the quality reference manual for rail passenger transport, delivered by the experts.

(g) Jordan has received rail accident investigation guidelines and has now expressed interest for additional assistance in organising in house accidents investigation unit in the Ministry of Transport.

17. UNECE is a strategic partner of the EuroMed RRU project. In view of the fact that the road transport component of the EuroMed RRU project is mainly targeting on the facilitation of international transport through harmonization of standards and norms, promotion of land transport safety and efficiency of trans border transport, experts of the UNECE Transport Division have regularly participated in various regional and national training activities organized under EuroMed RRU project. In addition a joint UNECE, IRU, EuroMed publication on the main United Nations road transport Agreements and Conventions has been made available in three languages (English–French–Arabic). The organization of the one day visit to UNECE premises in the Palais des Nations in Geneva and of the two workshops was among the concrete outcomes of UNECE-EuroMed RRU cooperation.

18. The representative from Jordan Mrs. Dalal Abdulhafez Falah Al-Hanayafeh, reported that the National Transport Strategy will improve Jordan's cohesion and integration in the Region, increase interoperability with neighbouring countries and Europe, ensure the technical efficiency and interconnectivity of national network, as well as safety, social inclusion and environmental sustainability. Although there are reduced numbers of volume of trade to, from and across the Kingdom as a result of the international economic crises and the political unrest in the Middle East, a fact directly reflected on the national economy, Jordan aims to the improvement of Public Transport (bus rapid transit (BRT) and tram services), the improvement of Safety, the environmental protection, the development of the Jordan National Railway Project which has been labelled by UfM as a priority project (approx. 950 km, investment 1.9 Billion EUR) and the technical harmonization to achieve intra- and intermodal interoperability.

19. The representative from Morocco Ms. Lalla Bahija Boucetta, mentioned as the most significant challenges that freight transport faces the further strengthening of the sector's structure with the implementation of an attestation for professional competence and with the introduction of specialised exams organized by the Ministry of Transport, the continuous training for professionals in transport and road safety as well as the formation of a consulting Committee between the Authorities and the sector's professionals. Further challenges include the increase of TIR carnet use, the opening of new markets, the implementation of digital tachograph as well as the implementation of the provisions of ATP and the ADR ECE conventions, in order to ensure the upgrade of the national technical standards for certification of vehicles to international standards.

20. The representative from Tunisia Mr. Fraj Ali, pointed out for the carriage of goods by road that the transport of goods for private reasons and the transport of goods for clients by using vehicles which is less or equal to 12 tons are free for circulation and they do not need any authorisation or permission. Tunisia faces several challenges in the field of road transport of goods, including the deployment of digital tachograph, the introduction of initial qualification and continuous training for professional drivers, the development of a regulatory and technical platform as well as standard procedures for technical requirements and regulations of vehicles and their periodical inspection. Finally, one of the main transport projects in the country is the development of a complex transport system by 2029, which will consist of 5 transport en commun en site propre (TCSP) lines, 2 of which will be dedicated to trams and 3 to BRT, with the simultaneous development of a Rapid Train Network.

B. Report of the Centre for Transportation Studies for the Western Mediterranean (CETMO)

Documentation: Informal document No. 3

21. The representative of CETMO introduced the report on recent activities of CETMO (Informal document No. 3). He mentioned that the transport infrastructure of the GTMO 5+5 region, in close cooperation with countries:

- (a) Plans priority infrastructures that define a network which integrates all member countries;
- (b) Develops a regional project for the establishment of a coastal services network for maritime navigation safety;
- (c) Completes the central sections pending construction of the trans-Maghreb highway and its definition and extension towards Libya and Mauritania (UfM project);
- (d) Coordinates the trans-Maghreb highway;
- (e) Defines the integrated and interoperable trans-Maghreb rail axis.

22. 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 2015.

C Report of the Union for the Mediterranean (UFM)

Documentation: Informal document No. 4

23. The Union for the Mediterranean prepared a report on its activities (Informal document No. 4):

- (a) LOGISMED Training Activities (LOGISMED-TA);
- (b) Completion of the Central Section of the Trans-Maghreb Motorway Axis;
- (c) Jordan National Railway Project as part of a Regional Railway Network (JNRP);
- (d) Priority projects located in the Trans-Mediterranean Transport Network (TMN-T).

24. The Working Party expressed its appreciation to the UFM secretariat for its comprehensive report and requested an update on UFM activities for its next session in 2015.

D Transport Trends and Economics: Cases from ECE region

Documentation: Informal document No. 5

25. Representatives from countries of the ECE region presented their transport trends and transport policies.

26. The representative from Sweden, Mr. Krister Sandberg mentioned that the government agency, Trafikanalys established on 1 April 2010, provides decision makers with sound and relevant policy advice, reviews, analyses, follow-up, and evaluates proposed and implemented measures in transport policy and produces official statistics in the transport and communication sectors, including travel surveys and commodity flow surveys. A full report was presented on Swedish different transport modes and infrastructures.

27. The representative from Russia Federation, Mr. Sergey Egorshchikov pointed out a need to update the transport strategy of the Russian Federation. The main goals of Russia Federation transportation strategy are:

- (a) The formation of a single transport system;
- (b) To ensure the availability and quality of transport and logistics services in freight;
- (c) To ensure availability and quality of transport services for the population;
- (d) To increase the security of the transport system;
- (e) To integrate the Russian transport system with in the world one and to develop the transit potential;
- (f) To reduce the negative impact of the transport system on the environment.

28. The representative from Poland and Chair of the Inland Transport Committee, Mr. Jerzy Kleniewski mentioned that the goals of the Transport Development Strategy up to 2020 (with perspective to 2030) of Poland are the following:

- (a) creation of an integrated transport system mainly through investments in infrastructure;
- (b) creation of encouraging conditions for successful functioning of transport markets and development of efficient transportation systems.

29. The key instrument for financing the development of the TEN-T will be a new mechanism connecting Europe facility (CEF). Detailed information was provided.

E. The Euro-Mediterranean transport network

30. Nothing was reported on this agenda item by the European Commission.

31. The Working Party expressed its appreciation to the EuroMed project, the CETMO and UFM secretariats and, particularly, to all speakers for their excellent presentations. The Working Party recognised the importance of exchanging information and sharing experiences in transport policies and good practices. The Working Party requested the secretariat, whenever feasible, to invite speakers and present initiatives like the EuroMed

project at its sessions. The Working Party suggested that a workshop should be organized that would bring together all initiatives dealing with infrastructure projects on corridors.

V. Ports Hinterland connections and customs procedures: The case of the European Union programme MedNet (agenda item 4)

32. The MedNet project's main objective is the establishment and operation of a network of port authorities and transport experts in the Mediterranean focusing on the exchange of experiences in port operations, custom procedures and the simplification of clearance for vessels and cargoes. This objective will be achieved through the enhancement of interoperability which leads to seamless transport supply chains and through the development of a common understanding of custom procedures and clearance of vessels. In addition it will be achieved through the promotion of the introduction of information systems to ports.

33. The development of Port Operations Observatory in the Mediterranean is one of the main activities of the project. This is an advanced web-based platform for Port Authorities and stakeholders that disseminates ad hoc knowledge and best practices, facilitates exchange of views and records port operations related activities and procedures.

34. Different cases from Albania, Croatia, Italy and Spain were presented. The Working Party took note of the presentations made by the experts and thanked the experts for their participation. The Working Party reiterated its interest on ports hinterland connection. Also it took note of ports hinterland connections observatory prepared by MedNet programme. It requested the secretariat to examine the possibilities on how the working party could further cooperate with MedNet programme and its observatory on ports hinterland connections and present at the next session for consideration.

VI. Monitoring of the developments relevant to pan-European transport networks (agenda item 5)

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

Documentation: Informal document No. 7

35. The Working Party expressed its appreciation to the secretariat for preparing, in cooperation with the European Commission, the Informal document No. 7 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-eighth session in 2015.

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

Documentation: ECE/TRANS/WP.5/2014/1, ECE/TRANS/WP.5/2014/2

36. The Working Party appreciated the update provided by TER project and deputy project managers on the activities implemented in the TER Project in 2014, reiterated its support to the project and invited the Project managers to provide an update on relevant developments in the TER project at its twenty-eighth session in 2015.

37. The Working Party noted the following activities during 2014:

(a) Working on a new TER vision with a suitable strategy in order to attract new prospective and to express the unique selling proposition of a modern and highly effective international project;

(b) Cooperation with the Euro-Asian Transport Links (EATL) Project, the Group of Experts towards Unified Railway Law (GEURL) and the Group of Experts on Safety at Level Crossings;

(c) Cooperation with the European Rail Research Network of Excellence – to find a common way to use the European Union funding for research, development and education for our railway companies;

(d) Visits to Germany, Hungary and Italy in order to attract them for an entry to the TER Project.

38. The Working Party appreciated the update provided by the secretariat in cooperation with the TEM project manager on the TEM activities in 2014, reiterated its support to the project and invited the project manager to provide an update on relevant developments in the TEM project at its twenty-eighth session in 2015.

39. The Working Party noted the following activities during 2014:

(a) Knowledge exchange: dissemination of knowledge, expertise, know-how, strategies, programmes or even procedures in the fields of investments financing, road safety management, maintenance and asset management, realization of investments, intelligent transport systems (ITS) and environmental protection and climate changes;

(b) Practical cooperation: for roads construction, ITS interoperability and regional projects within TEM member countries or observers;

(c) Cooperation with external stakeholders such as the International Highways Engineers Exchange Programme, the European Commission, the Central European Initiative, etc.

VII. Euro-Asian Transport Links (agenda item 6)

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

Documentation: ECE/TRANS/WP.5/GE.2/20

40. 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.2/20). The Working Party took note on the progress made EATL Group of Experts work and asked the secretariat to provide an update of this work at the next session.

41. The Working Party noted the following progress made in the work of the Group of Experts:

(a) The Group of Experts had a substantive exchange of views about the importance of ports as starting/ending points of EATL rail and road routes between Asia and Europe. As there are at least 20 ports with hinterland connections covered by the EATL project, the Group asked the secretariat to invite representatives of those ports to the Group's meetings in the future.

(b) The experts should develop integrated time schedules and tariffs for rail services – cargo trains – along the EATL routes. The experts agreed that a demanding and complex task should be prepared and performed in cooperation with different partners. The representatives from International Union for Railways, the Economic Cooperation Organization secretariat, the Lithuanian railways and the Russian Railways promised that they will kindly contribute to the provision of updated time schedules and tariffs along the EATL routes.

(c) The Group noted that for making Euro-Asian transport links operational, the needs of stakeholders that control cargo such as producers, traders and freight forwarders should be taken into account, but also that the obstacles they are facing while transporting along the EATL corridors should be eliminated.

B. Other Euro-Asian transport initiatives

42. Nothing was reported under this agenda item.

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.5/2014/3 and UNECE publication

43. The secretariat informed the Working Party about the UNECE publication on Climate Change Impacts and Adaptation for International Transport Networks. The publication was launched in December 2013 and it was distributed to all experts and participants of the group of experts on climate change impacts and adaptation to international transport networks.

44. In addition, the Working Party considered the terms of reference (ToR) for the continuation of the work of the Group (ECE/TRANS/WP.5/2014/3) prepared by the secretariat. These ToRs were based on the approved recommendations of Group's first phase final report.

45. The Working Party provided the following amendments – bold new text, strikethrough deletion of text – to the ToRs of the Group:

(a) Small (a), page 1

Identify and establish **if possible** inventories of **transport networks in the Economic Commission for Europe (ECE) region which are vulnerable to climate change impacts** ~~critical and sensitive to climate change nodes of the transport infrastructure in the Economic Commission for Europe (ECE) region~~ if possible in a geographic information system (GIS) environment;

(b) Small (b), page 1

Use/develop models, **methodologies, tools and good practices to address** ~~of~~ potential extreme hazards (e.g. high temperatures and floods) to selected inland transport infrastructure in the ECE region under different scenarios of climate change ~~and transpose it on the ECE inland transport networks in order to identify/map vulnerability 'hot spots' if possible in a GIS environment;~~

- (c) Small (c), pages 1,2

Identification and analysis of ~~Undertake research for different climate change impacts on transport; this research should include~~ case studies focusing on the potential economic, social, and environmental consequences of the climate change impacts and provide a cost/benefit analysis of the adaptation options.

- (d) Paragraph 5, page 2

Translation of documents and simultaneous interpretation of its sessions in English, French, and Russian shall be provided by UNECE for ~~all, at least, the four~~ sessions held at the Palais des Nations in Geneva.

46. The Working Party approved as amended the terms of reference of the second phase of the group of experts on Climate Change Impacts and Adaptation for International Transport Networks. Also the Working Party approved the change of the title of the group of experts from group of experts on Climate Change Impacts and Adaptation for International Transport Networks to group of experts on Climate Change Impacts and Adaptation for transport networks and nodes. The Working Party requested the secretariat to submit these terms of reference to the next Inland Transport Committee session for approval.

B. Climate Change mitigation: UNECE ForFITS tool

47. The Working Party was informed by the secretariat about the 2013–2014 developments in the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account.

48. Sustainable transport can be assessed in ForFITS by the simulation of Avoid-Shift-Improve policies which take into account the expected evolution of the relevant macroeconomic parameters. The ForFITS tool is available online along with a 300 page user manual which covers all the necessary information on how to use ForFITS, as well as practical examples to facilitate the self-learning process.

49. In the final phase of the project, regional and national capacity-building workshops were organized. The objective was to raise awareness about the carbon dioxide (CO₂) emissions in inland transport as well as to provide information about the ForFITS tool. Whenever it was possible the regional and national workshops were organized back to back with the launching of the pilots. In the course of the pilot phase, ForFITS was tested in seven countries in the five United Nations regions in the following countries: Chile, Ethiopia, France, Hungary, Montenegro, Thailand and Tunisia.

50. The Working Party took note of the information provided on ForFITS tool and reiterated its support on the further development of this tool. The Working Party requested the secretariat to present any developments on this issue at the next session.

C. Diesel engine exhausts

Documentation: UNECE publication

51. The Working Party was informed by the secretariat about the discussion paper “Diesel engine exhausts: Myths and realities” prepared by the secretariat.

52. The objective of this discussion paper is:

- (a) to offer a balanced view on the ongoing debate about the harmful effects of diesel engine exhaust emissions on human health and the environment;

(b) to take stock of recent studies on the harmful effects of diesel exhausts to public health;

(c) to provide information about diesel emissions from different economic sectors including inland transport;

(d) to overview the recent policy developments on the reduction of pollutant emissions to address health and environmental concerns; and

(e) to overview any technological developments in diesel engines that reduce or even eliminate the harmful effects to public health.

53. 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: Sustainable Urban Transport and Mobility

Documentation: UNECE publication

54. The Working Party was informed by the secretariat about the transport trends and economics 2012–2013: Sustainable Urban transport and mobility publication, prepared by the secretariat on the basis of country inputs. The secretariat pointed out that the publication is almost complete and some final editorial and formatting work remains. The publication is expected to be launched before the end of 2014.

55. The Working Party took note of the information provided by the secretariat and appreciated the work done. The Working Party requested the secretariat to finalize the report and proceed with its publication.

B. Transport Trends and Economics 2013–2015: Financing Transport Infrastructure

56. The secretariat provided some more information about the transport trends and economics publication theme (ECE/TRANS/WP.5/2013/3): Financing Transport Infrastructure for the period 2013–2015.

57. 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 secretariat suggested that due to limited resources and time this publication should be biannual instead of annual. The Working Party approved this proposal made by the secretariat.

58. The Working Party requested the secretariat to make use of the data provided by countries during last year's workshop on financing transport infrastructure and this year's on "Good practices and new tools for Financing Transport Infrastructure", and to avoid, if possible, sending questionnaires for this publication. The Working Party requested the secretariat to inform the Working Party on the draft of this publication at its next session in 2015.

C. Transport trends and challenges in the road sector

Documentation: Informal document No. 8

59. The representative of IRU, Mr. Jens Hgel, gave a presentation on transport trends and challenges in the road sector.

60. The presentation of IRU representative was mainly focused on TIR crisis and the risks and losses associated with road transport operations and the absence of the guarantee system. According to IRU Transport operators must spend up to twenty five per cent more time on administrative work related to handling the guarantee and associated services. The Working Party noted that according to the IRU, in the years to come the potential annual loss related to non-payment of Customs duties could reach 6 billion United States dollars in cases of five per cent of infringement.

61. 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-eighth session in 2015.

D. Transport trends and challenges in the rail sector

Documentation: Informal document No. 8

62. Nothing was reported under this agenda item.

E. Transport trends and challenges in the inland waterways sector

63. Nothing was reported under this agenda item.

F. UNECE Transport Statistics analysis

64. The secretariat informed the Working Party on ECE Transport Statistics analysis. The Working Party on Transport Statistics collects and disseminates transport statistics, including data on motor traffic, road traffic accidents and rail traffic. Common methodologies to facilitate and improve the collection of information on road and rail traffic flows and infrastructure parameters from surveys and censuses have been developed. The E-Road Census is a long tradition. It is a unique international road census providing comparable data on traffic flows on main European roads. It is also an important tool for transport policy. The dissemination of Transport Statistics takes place through publications (the Annual Bulletin of Transport Statistics (ABTS), the Statistics of Road Traffic Accidents in Europe and North America) and data on E Road/E Rail Traffic Censuses and the online database.

65. The Working Party appreciated the information provided by the secretariat. It requested the secretariat to provide more information on transport statistics for the ECE region at the next session.

X. Technical assistance to countries with transition economies (agenda item 9)

Documentation: Informal document No. 10

66. The Regional Advisor of the Transport Division informed the Working Party about activities in technical assistance to countries with transition economies. The Working Party noted that assistance in the field of transport is focused, but not limited to strengthening the capacity of countries of Eastern and South-eastern Europe, South Caucasus and Central Asia, in particular the landlocked countries. Furthermore, assistance related to the work of the Transport Division is provided to other member States. Technical assistance activities aim at acceding to and implementing United Nations legal instruments, norms and standards, transferring know-how as well as sharing best practices in transport.

67. The Working Party noted among other the following activities:

(a) The ongoing UNDA 8th tranche global project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”;

(b) One of the permanent areas of capacity-building carried out by the Transport Division are activities in SPECA PWG-TBC. In this period, focus of the activities was on transport of dangerous goods with the aim to promote accession to UNECE legal instruments and reduce the gap between being a Contracting Party of an international Convention or agreement and implementing them effectively;

(c) Regional capacity building workshops on transit and border crossing facilitation was held in Baku (Azerbaijan), Beijing (China) and Dubai (United Arab Emirates).

(d) In August 2013, the Government of Belarus asked the Transport Division for assistance to evaluate the existing potential of their transport and logistics system and their contribution to better integration of the Republic of Belarus in international supply chains;

(e) The main objective of the UNECE strategy on Intelligent Transport Systems is to promote new actions and policies where ITS improve the quality of life and make sustainable mobility available across borders. The UNECE Transport Division jointly with Belgium’s Federal Public Service for Mobility and Transport is organizing 2014’s Flagship round table “Towards a future driving and transportation culture: Technology innovations for safe, efficient and sustainable mobility” in Brussels on 17–18 November 2014.

68. The Working Party took note of the information provided by the secretariat on progress made in technical assistance to countries with economies in transition and requested the secretariat to provide information at the next session.

XI. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 10)

Participation of non-ECE countries, Contracting Parties to UNECE conventions, in the activities of ITC and its subsidiary bodies

Documentation: ECE/TRANS/240, Informal document No. 11

69. The Working Party took note of the decisions of the seventy-sixth session of the Inland Transport Committee (25–27 February 2014) related to its areas of work.

70. The Working Party also noted that during the seventy-sixth session of ITC, a closed session (for government delegates only) of the Chairs of ITC's subsidiary bodies was organized. The session was dedicated to discussing the participation of non-ECE countries that are also Contracting Parties to the UNECE transport conventions and agreements in the Working Parties and other intergovernmental bodies of UNECE. The Committee decided, *inter alia*, to request the secretariat to transmit the issues to the Working Parties for discussion and to collect and consolidate their views and current practices for the consideration of the ITC at its seventy-seventh session. To facilitate this task, the secretariat prepared Informal document No. 11, outlining the various applicable ToRs and RoPs and their relevance for the current discussion.

71. The Working Party recalled that does not administers no international agreement and/or convention and therefore it could not contribute in the substance of such a discussion. In addition, the Working Party as the think tank of the Transport Division invites all Governments interested in its discussions and promotes with its activities the knowledge and experience sharing and good practices dissemination among all States, members and non-members of ECE.

XII. Election of officers for the Working Party sessions in 2015 and 2016 (agenda item 11)

72. The Working Party elected Mr. Kristof Schockaert (Belgium) as Chair and Mr. Sergey Egorshv (Russian Federation) as Vice Chair for its 2015 and 2016 sessions.

XIII. Other business (agenda item 12)

73. No other business was reported.

XIV. Date of next session (agenda item 13)

74. The Working Party's twenty-eighth session is tentatively scheduled to take place in Geneva from 7 to 9 September 2015.

XV. Adoption of the decisions (agenda item 14)

75. The Working Party adopted the list of main decisions of its twenty-seventh 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.
