



# Economic and Social Council

Distr.: General  
23 October 2019

Original: English

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Transport Trends and Economics

##### Thirty-second session

Geneva, 2–4 September 2018

## Report of the Working Party on Transport Trends and Economics on its thirty-second session

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## I. Attendance

1. The Working Party on Transport Trends and Economics (WP.5) held its thirty-second session from 2 to 4 September 2019. The meeting was chaired by Mr. P. De Wildt (Netherlands). Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Austria, Azerbaijan, Belarus, Finland, Georgia, Germany, Hungary, Kazakhstan, Netherlands, North Macedonia, Poland, Russian Federation and Uzbekistan. Representatives of Bolivia, Mongolia and Zambia attended under Article 11 of the Terms of Reference of ECE. A representative of the delegation of the European Union was present.
2. The following United Nations organizations and specialized agencies were represented: Trans-European Railway (TER) Project, UNCTAD, UN-OHRLLS and WTO.
3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Eurasian Economic Commission (EEC), Organization for Security and Co-operation in Europe (OSCE) and the World Trade Organization (WTO).
4. The following non-governmental organization was represented: International Road Transport Union (IRU).
5. The following attended the meeting at the invitation of the secretariat: Fight against Illicit Trade Société Générale de Surveillance (FIT SGS), HR Maritime Geneva Office, Infrabel, Interdisciplinary Scientific and Practical Centre for Identification Systems and E-Business, Jobin Consult, World Bicycle Industry Association (WBIA), National Committee of Advisors for Foreign Trade of France (CNCCEF), "PLASKE" JSC.

## II. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.5/65

6. In accordance with the Commission's rules of procedure, the Working Party on Transport Trends and Economics (WP.5) adopted the provisional agenda for its thirty-second session as contained in ECE/TRANS/WP.5/65.

## III. Workshop on strengthening security on inland freight routes (agenda item 2)

*Documentation:* Informal document No. 1

7. The secretariat in collaboration with the Organization for Security and Co-operation in Europe (OSCE) and other partners organized a workshop on strengthening security on inland freight routes. The workshop took stock of the multiple crime and security challenges faced by inland transport systems globally. In particular, the workshop discussed various risk and threats, including theft of cargo and vehicles, attacks on train and truck drivers, trafficking, illicit trade, smuggling and contraband. The workshop also discussed risks for misuse of the international transport container system for criminal purposes, latest and security threats from digitalisation of inland transport networks, with a wide range of sensitive data streams flowing across different systems. Participants noted the potential of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets to positively impact on inland transport security, particularly through digitalisation and the ongoing eTIR pilot projects. Participants noted the importance of counteracting inland transport security threats and expressed the need for joint actions in this area.
8. More specifically, participants in the workshop agreed on:
  - (a) The important role of customs and border management authorities in securing inland transport freight flows, including through the development and implementation of Authorised Economic Operator (AEO) / trusted trader programmes and customs risk

management systems (based on selectivity and profiling of cargo flows) thereby reconciling security and facilitation needs.

(b) The need for inland transport security measures to be based on clear definitions and strong (national, regional and international) legal and administrative frameworks and processes. The signing of the Agreement on Information Exchange in the field of transport security (Minsk, 2014), agreed upon by member States of the Commonwealth of Independent States and open for accession to other interested States, was noted as a positive example in this regard.

(c) The multiple security benefits of coordinated border management, cross-border and cross-sectoral cooperation and exchange of preliminary customs information and cargo risk profiles at the bilateral, regional and/or international levels.

(d) The increased level of digitalisation and the strong dependence of public and private sector stakeholders on high quality supply chain data that is authentic, complete, reliable and verifiable.

(i) The growing importance of new technologies e.g. corridor-based tracking & tracing (such as in the railway sector) and the use of AI/block chain and innovative ICT applications to more effectively secure supply chains and inland freight routes. The cross-border electronic exchange of advance information on vehicles, passengers and crews in accordance with the provisions of national legislation and relevant international treaties was mentioned as a positive example in this regard.

(f) The need to strengthen international cooperation in developing inland transport specific cyber threat mitigation measures such as the example provided by the European Rail Information Sharing and Analysis Center (ER-ISAC) which offers an inclusive cybersecurity platform for coordinated preventative action by rail infrastructure managers and railway undertakings in Europe.

9. Participants recognised that addressing these current and emerging inland transport security threats requires a comprehensive and proactive approach and enhanced levels of regional/international cooperation. Establishing a structured mechanism for the exchange of information on threats and risks on specific corridors (or freight routes) and engaging multiple stakeholders from different disciplinary backgrounds including law enforcement, customs and border management agencies but also transport authorities and private sector operators was identified as an important step forward. The participants recommended that WP.5, in cooperation with the ECE Inland Transport Security Discussion Forum, should continue to serve as a platform for determining the future direction of international cooperation aimed at protecting the inland transport sector against acts of illegal interference as well as for identifying and further elaborating available solutions.

10. The proceedings of the workshop, presentations and all workshop materials have been uploaded on the ECE website at: [www.unece.org/trans/main/wp5/strengthening\\_security\\_on\\_inland\\_freight\\_routes.html](http://www.unece.org/trans/main/wp5/strengthening_security_on_inland_freight_routes.html)

#### **IV. Workshop on quantifying transport costs for landlocked developing countries (agenda item 3)**

*Documentation:* Informal document No. 2

11. The secretariat in collaboration with the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS) organized a workshop on quantifying transport costs for landlocked developing countries.

12. The workshop discussed the challenges and disadvantages of Landlocked Developing Countries (LLDCs). Participants were informed that LLDCs having transport costs which, in accordance with available research, are on average 50 per cent higher than developing countries that have access to the open sea. As a result, LLDC exports are less competitive and the average LLDC has less than 40% of the trade volume of the average littoral state. Participants noted that the ability to quantify transport costs incurred by LLDCs would also

help in monitoring and evaluating the implementation of the Vienna Programme of Action for LLDCs.

13. Participants learned about several currently available approaches, such as the UNCTAD corridor development approach (implemented in several countries in Africa) which aims at quantifying and assessing corridor performance through systematically measuring time and costs spent during transport and quantifying transport bottlenecks experienced en route. Participants also learned about the World Customs Organization (WCO) Time Release Study conducted by Georgian Customs which is measuring the actual time required for the release and/or clearance of goods from the time of arrival until the physical release of the cargo. Participants were familiarised with the findings of IRU New Eurasian Land Transport Initiative (NELTI) phases I-IV according to which up to 57 per cent of transport time is lost at border crossings and 38 per cent of transport costs along Euro-Asian corridors consist of unofficial levies. According to a recent IRU study the benefits to the economy of implementing the TIR Convention range between 0.14 and 1.31 per cent of the national GDP of a country which may even be higher in the case of LLDCs.

14. Various issues were identified as being particularly prevalent and resulting in significantly higher transport costs, inter alia due to:

- (a) Poor and/or scarce or underfinanced transport infrastructure construction, maintenance and renewal.
- (b) Time losses at border crossings/inefficiencies in border crossing procedures.
- (c) Cumbersome administrative requirements (both domestically and in transit countries) for import and export.
- (d) Additional trade transaction costs in transit turning LLDC transport costs significantly higher than coastal countries.
- (e) Lack of implementation in LLDCs of existing international standards and best practices on transport and transit facilitation tools including the relevant UN Conventions such as the TIR Convention.

15. Participants recognized the lack of a harmonized approach and methodology to measure “actual” transport costs of LLDCs, among other reasons due to:

- (a) Different approaches and models used by Governments and international organizations.
- (b) Limited data availability in LLDCs.
- (c) Limitations of data and of data modelling.
- (d) Different costs associated with different modes of transport.
- (e) The need for any more comprehensive methodology to incorporate both soft and hard infrastructure issues, measure the economic distance and assess efficiency of administrative processes.

16. Participants recommended that WP.5 should conduct a review of existing approaches and methodologies for measuring economic value of international transport corridors aimed at turning landlocked into land-linked regions. The proceedings of the workshop, presentations and all workshop materials have been uploaded on the ECE website at: [www.unece.org/trans/main/wp5/quantifying\\_transport\\_costs\\_for\\_landlocked-developing\\_countries.html](http://www.unece.org/trans/main/wp5/quantifying_transport_costs_for_landlocked-developing_countries.html)

## **V. Ports Hinterland connections (agenda item 4)**

17. The secretariat informed WP.5 about the difficulties in getting the data collected in the Mediterranean Network (MedNet) programme on the port hinterland connections transferred to the ECE International Transport Infrastructure Observatory. The secretariat needed to re-establish contacts to the MedNet programme team.

18. WP.5 took note of this information. It further agreed to discontinue a dedicated agenda item on “Ports Hinterland connections” and to include it under an item on “ECE-led International Transport Infrastructure Observatory”.

## **VI. Monitoring of the developments in pan-European transport networks (agenda item 5)**

### **A. The European Commission briefing on the progress made in developing the Trans-European Transport Network**

19. The European Commission (EC) briefed WP.5 about the recent progress in extending the Trans-European Transport Network (TEN-T) to countries neighbouring the European Union, both to countries of the Eastern Neighbourhood Partnership (ENP) as well as to the Western Balkans countries. The networks were extended in the beginning of 2019 to ENP countries (delegated act adopted by the EC entered into force in the beginning of 2019) and in 2016 for the Western Balkans countries (delegated act adopted by the EC entered into force in 2016).

20. For the Western Balkans, a relevant treaty was signed in 2017 to develop the transport networks between the European Union and the Western Balkans countries, both the comprehensive and core networks. The Transport Community is supported by a Permanent Secretariat, based in Belgrade, Serbia, to be opened on 13 September 2019.

21. The EC stressed that extension is done following the European TEN-T rules and guidelines, as well as procurement rules.

22. WP.5 took note of the information provided.

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

*Documentation:* ECE/TRANS/WP.5/2019/1, ECE/TRANS/WP.5/2019/2

23. The ECE Regional Adviser on behalf of the manager of the Trans-European Motorway (TEM) and the manager of the Trans-European Railway (TER) projects informed WP.5 respectively about the TEM and TER activities implemented over the reporting period 2018–2019 as contained in ECE/TRANS/WP.5/2019/1 and ECE/TRANS/WP.5/2019/2.

24. The main TEM activities focused on: (a) evaluation of the efficiency of toll system, (b) measurement, collection and management of data in the management of road infrastructure, (c) Building Information Modelling Approach in the context of the needs of the government road administration, and preparation of reports on these activities.

25. The main TER activities focused on: (a) preparation of a comprehensive study – phase II – for the high-speed master plan, (b) conducting visibility activities, (c) organization of capacity-building focused on network bottlenecks identification, and (d) development and management.

26. WP.5 took note of the information provided.

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

### **A. Report of the Mediterranean Transport Study Centre**

27. The Mediterranean Transport Study Centre updated WP.5 on CETMO activities since the previous WP.5 session. These activities concern four key areas of work: (a) providing technical secretariat to the Group of Transport Ministers for the Western Mediterranean (GTMO 5+5), (b) monitoring the Euro-Mediterranean cooperation on transport, (c) collaborating with international organisations, and (d) maintaining and managing CETMO statistical database. Details on these activities are contained in Informal document No.9.

28. WP.5 took note of the information provided.

## **B. The Euro-Mediterranean transport network**

29. The European Commission briefed WP.5 on its activities in developing the Euro-Mediterranean transport network, which focus on extension of transport corridors to the Mediterranean area under the Southern Neighbourhood Partnership of the European Union. The validation of the Trans-Mediterranean Transport Network (TMN-T) was ongoing in 2019 within the framework of the Union for the Mediterranean.

30. WP.5 took note of the information provided.

## **C. Report of the Union for the Mediterranean**

31. There was no briefing under this agenda item.

## **D. Project for a Europe-Africa fixed link through the Strait of Gibraltar: report on activities carried out during the period 2017–2019 and programme proposed for the period 2020–2022**

32. The secretariat informed WP.5 that the secretariat to the Economic and Social Council (ECOSOC) removed from the ECOSOC agenda the note of the United Nations Secretary-General on progress in the Project for a Europe-Africa fixed link through the Strait of Gibraltar, due to absence of a mandate renewal for this work. In view of this, and due to lack of progress in the project, the Informal document No. 3 has been cancelled.

33. CETMO briefed WP.5 that it signed a cooperation memorandum with enterprises in Morocco and Spain to assess the potential traffic flows for a fixed link over the Strait.

34. WP.5 took note of the information provided.

# **VIII. Euro-Asian Transport Links (agenda item 7)**

## **A. Progress on Euro-Asian Transport Links work**

*Documentation:* Informal document No. 4

35. The Inland Transport Committee (ITC) at its eighty-first session (ECE/TRANS/288, para. 22) had expressed its support to WP.5 to continue its work on the operationalization of Euro-Asian Transport corridors and other transport corridors. In the context of the mandate, the secretariat presented Informal document No.4.

36. WP.5 took note of the information provided and appreciated the efforts by the secretariat to promote the operationalization of the corridors. In the discussion, WP.5 agreed that more time was required for a careful consideration of the proposed activities. It also noted that proposed activities should not duplicate existing efforts or bodies such as already existing bodies established along specific corridors.

37. The Russian Federation further suggested WP.5, in accordance with its mandate to support corridor operationalization, to analyse trends in international transport corridor developments, and on that basis, identify and recommend practical measures to countries for them to enhance corridor operationalization.

38. The European Union referred to its Strategy on Connecting Europe and Asia. This Strategy contains fundamental principles for the European Union to follow in developing corridors. This development should follow a well-defined priorities and standards with particular emphasis on an open, sustainable and inclusive approach, transparency, and a rules-based framework that benefits all. The European Union further informed that the European Union is willing to share its experience from TEN-T work for operationalization

of Euro-Asian and other international corridors. The European Union also stressed the need to analyse in more details the proposals presented in the secretariat's document, notably in view of ensuring synergies with exiting efforts and initiatives.

39. Following the discussion, WP.5 requested the secretariat to invite countries to submit contributions with ideas on how the corridor operationalisation could be further developed following the completion of the EATL phase III project. In analysing this approach, countries should recall that the efforts required to operationalise the EATL should not be detrimental to the key objectives of the ITC, namely the administration and implementation of the inland transport conventions.

40. WP.5 also invited the secretariat to consult relevant working parties such as Working Party on Intermodal Transport and Logistics (WP.24), Road Transport (SC.1) and Rail Transport (SC.2) on their ideas for the operationalization of the international corridors. Their ideas should be incorporated in the modified document. The secretariat should then submit, as a working document, a compilation of the contributions from countries including the feedback from the sister working parties on possible ways forward and recommendations to the thirty-third WP.5 session.

## **B. International Transport Infrastructure Observatory**

41. The secretariat reported on the progress in setting up the ECE-led International Transport Infrastructure Observatory, which is developed within the project on Enhancing Regional Transport Infrastructure Connectivity through the establishment of a Geographical Information System jointly with Economic Co-operation Organization and Islamic Development Bank. At the time of the session, the project was focusing on filling the national data collection gaps and converting collected data into GIS shapefiles and production of maps. The extension of the project to increase its geographical coverage to Middle East and North Africa region was being explored.

42. WP.5 took note of the progress in the project implementation. It requested the secretariat to ensure that observatory is created in such a way that any changing data is updated through relevant processes.

43. WP.5 also requested the secretariat - reference to item 4 - to include as one of main items of the agenda for the future sessions an item on ECE-led International Transport Infrastructure Observatory.

## **C. Other Euro-Asian transport corridors**

44. There was no information reported under this item.

## **IX. Group of Experts on Benchmarking Transport Infrastructure Construction Costs (agenda item 8)**

45. The secretariat reported on the resuming of work by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs after its mandate had been extended until the end of June 2020.

46. The secretariat informed about the outcome of the eighth session of the Group of Experts which took place on 15 and 16 July 2019. The Group of Experts at that session reviewed the questionnaires for collection of data on road and rail infrastructure construction costs. Those questionnaires were sent in August to the countries, including through WP.5 focal points, with a deadline of 20 September 2019 for returning them.

47. The secretariat stressed that a success in the delivery of the Group's mandate relies on receipt of infrastructure construction data. Without it, the Group would be unable to carry out any data analysis. With this, the secretariat invited WP.5 focal points to assist in collecting the necessary data from their countries.

48. WP.5 took note of the information provided. It urged WP.5 focal points to assist the data collection process.

## **X. Urban Mobility and Public Transport: Pan-European master plan for cycling and Sustainable mobility and urban planning (agenda item 9)**

*Documentation:* Informal document No. 5

49. The secretariat reported on the preparation of the infrastructure module of the Transport, Health and Environment Pan-European Programme (THE PEP) Pan-European Cycling Master Plan. The preparation is delayed due to the fact that little data and information was collected through a dedicated questionnaire. This required the secretariat to find the necessary inputs through a desk study, which is a time-consuming task and still ongoing. It is therefore anticipated that the infrastructure module be ready for the next session and THE PEP Ministerial.

50. The secretariat, together with the Russian Federation, informed about the content and process towards completion of a Handbook on Sustainable Mobility and Urban Planning a draft of which was made available in Informal document No. 5. The links with the THE PEP process and submission of the Handbook to the THE PEP High-Level Meeting in 2020, following the Handbook's acceptance by the THE PEP Steering Committee were also explained.

51. The Russian Federation stressed that the Handbook was important in fostering policy development in which improved mobility should not be the only solution to enhanced accessibility. The latter should be also achieved through a balanced implementation of proximity measures.

52. WP.5 discussed the Handbook. It invited comments in writing to be sent on the Handbook to the secretariat by 19 September 2019 who would then finalise it together with the consultants.

53. WP.5 recommended the approval of the Handbook in principle to THE PEP Steering Committee. Subject to the Handbook's finalisation as well as its acceptance and adoption by the THE PEP Steering Committee in October 2019, WP.5 requested the secretariat, to proceed with its official editing, formatting and translation and its publication before the end of 2019.

54. Moreover, at the suggestions of the Russian Federation, WP.5 requested the secretariat to organise during its session in 2020, subject to available resources, a workshop on economic impact and cost of urban transport and planning policies. This can include e.g. quantifying costs and benefits from implementing 'avoid-shift-improve' concept in urban planning and mobility and other related issues.

55. Such a workshop should be open to participation of authorities from the national and city levels, as well as academia and experts. It could e.g. aim at sharing experience, knowledge or research on methods to (a) calculate the costs to implement the 'avoid-shift-improve' concept and (b) to quantify the expected benefits from the 'avoid', 'shift' and 'improve' measures taken. Among the benefits should be such as reduced congestion, improved air quality, improved road safety or health benefits from citizens increasing physical activity. Further, WP.5 requested the secretariat to invite interested countries to contribute to concept note on the workshop and to support the secretariat in organising it.

## **XI. Climate Change and Transport (agenda item 10)**

### **A. Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes**

*Documentation:* ECE/TRANS/WP.5/2019/3, ECE/TRANS/WP.5/2019/4, Informal document No. 6

56. The secretariat presented on behalf of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes the report on the implementation of the Group's mandate (Informal document No. 6). The secretariat, in particular, presented the methodology chosen by the Group of Experts to identify areas of higher potential risk from climate change to transport infrastructure. It presented maps illustrating the higher risk areas overlain with road and rail networks. A special focus was given to the lessons learned and recommendations of the report, also made available in ECE/TRANS/WP.5/2019/3.

57. In its recommendations, the Group of Experts invited ECE working parties administering the infrastructure agreements that networks and nodes of the agreements would be geo-coded. Countries were invited to provide the geo-coded information. Countries were also invited to participate in the censuses carried out under the Working Party on Transport Statistics so that traffic flows would be known and geo-coded. The Group of Experts also made suggestions on specific further work to enlarge the knowledge on climate change transport impact analysis and identification of suitable adaptation measures for transport assets and operations.

58. Further to the Group's recommendation on the continuation of work in the field of climate change adaptation for transportation systems, the Chair invited WP.5 to establish a new Group of Experts and presented a suggested new mandate and draft terms of reference (ECE/TRANS/WP.5/2019/4).

59. WP.5 welcomed the report of the Group of Experts and endorsed its lessons learned and recommendations.

60. WP.5 also considered the proposal for establishing a new Group of Experts and its proposed mandate and terms of reference. WP.5 recommended the establishment of the new Group of Experts and adopted the terms of reference, as provided in annex I. It also requested the secretariat to submit the terms of reference to ITC for their approval.

### **B. Climate Change mitigation: United Nations Economic Commission for Europe For Future Inland Transport Systems tool**

61. The secretariat updated WP.5 about the developments on the "For Future Inland Transport Systems (ForFITS)" project during 2018–2019, such as (i) assessment of several data visualisations webtools to draft prototype interactive visuals based on ForFITS inputs and outputs, and (ii) use of ForFITS in the UNECE Environmental Performance Review (EPR) in Uzbekistan, to analyse four scenarios for the development of Uzbek's transport sector to 2045 and its impact on greenhouse gas emissions, and the recommendations made.

62. WP.5 took note of this information.

## **XII. Review of the transport situation, transport trends and economics in ECE region (agenda item 11)**

### **A. Transport Trends and Economics 2018–2019: Mobility as a Service**

*Documentation:* ECE/TRANS/WP.5/2018/4, ECE/TRANS/WP.5/2019/5, Informal document No. 7

63. The secretariat recalled that WP.5 decided, at its previous session, to hold a discussion on a Road map on the contributions of member States and of the Working Party sessions in implementing the 2030 Agenda (ECE/TRANS/WP.5/2018/4) to the current session in parallel to discussing the WP.5 programme of work.

64. The secretariat further informed that the discussion on the Road map, at the request of the ITC (ECE/TRANS/288, para. 25), should be facilitated by a document prepared by the secretariat presenting the work of the ECE ITC's Working Parties towards assisting the ECE member States in achieving the inland transport-related Sustainable Development Goals (ECE/TRANS/WP.5/2019/5).

65. WP.5 thanked the secretariat for preparing ECE/TRANS/WP.5/2019/5. It requested this document be submitted to the ITC Bureau. WP.5 further agreed to discussing progress in achieving transport-related Sustainable Development Goals as part of its tasks to review and monitor emerging transport issues.

66. The secretariat presented the draft publication on Mobility as a Service (MaaS) (Informal document No. 7). The secretariat informed about the content of the MaaS paper and the approach chosen to describe MaaS. The publication, after the introduction which defines and explains the MaaS concept, focuses on presenting MaaS enablers and MaaS application challenges.

67. The secretariat further informed that two chapters were 'work in progress' at the time of the thirty-second session: the chapter on MaaS infrastructure challenges and the chapter with conclusions and recommendations. It was expected that they would be finalized by the end of September, after which date the full publication could be shared for final review by WP.5.

68. WP.5 welcomed the draft MaaS paper. It requested the secretariat together with the authors to finalize it, and the secretariat to circulate it for a brief final review through electronic means. The secretariat was requested then to proceed with its official editing, formatting and translation and its publication before the end of 2019.

## **B. Transport Trends and Challenges in the road, rail and inland waterways sectors**

69. There were no evolving transport trends and challenges reported nor discussed.

## **C. ECE Transport statistics analysis**

70. The secretary of the Working Party on Transport Statistics gave an update on their work, including the newly published Glossary for Transport Statistics 5th edition, monitoring of the transport-related Sustainable Development Goals, and using the E-Road and E-Rail censuses for applications such as Euro-Asian Transport Links. In addition, he also described preliminary work on collecting passenger statistics for trams and metros, currently absent at the international level.

71. WP.5 thanked for the information provided.

## **XIII. Technical assistance to countries with economies in transition (agenda item 12)**

*Documentation:* Informal document No. 8

72. The Regional Adviser of the ECE Sustainable Transport Division informed WP.5 about technical assistance activities by ECE to countries with economies in transition (Informal document No. 8). He informed about four workshops aimed at capacity development organized on topics related to connectivity (in Astana and Athens in November 2018 and in Ljubljana in December 2018) and to road safety (in Tbilisi in November 2018) in the period since the previous WP.5 session. The Regional Adviser also presented basic

principles of the ITC Capacity Development Action Plan. The Action Plan is aimed at defining technical assistance activities to Member States for: (i) accession to and efficient implementation of United Nations transport-related legal instruments, norms and regulations, (ii) know-how sharing as well as (iii) dissemination of international best practices in transport.

73. WP.5 took note of the information provided. It requested the Regional Advisor to report on developments on technical assistance to countries with economies in transition at the next session.

74. The Secretariat provided information on the ongoing implementation of a United Nations Development Account's project on developing a set of Sustainable Inland Transport Connectivity Indicators (SITCIN).

75. The project comprises: (a) developing initial set of Sustainable Inland Transport Connectivity Indicators, (b) conducting fact-finding missions to review national transport and logistics situation, resulting in five 'national connectivity reports', (c) holding national policy dialogue meetings to validate the reports, (d) organising tailor-made national capacity building programmes, and (e) concluding inter-regional forum.

76. SITCIN were designed to cover the three pillars of sustainable development. They are to measure connectivity for road and rail transport, inland waterways as well as intermodal transport.

77. At the time of the thirty-second session, the secretariat was conducting the fact-finding missions. Georgia, which is one of the project countries, reported on the outcomes of the fact-finding mission to Georgia.

78. WP.5 took note the of project and requested update on the implementation of the project at the next session.

#### **XIV. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 13)**

*Documentation:* ECE/TRANS/288

79. The secretariat informed WP.5 about the main decisions of the eighty first ITC session (Geneva, 19–22 February 2019), in particular on the adoption of the ITC Strategy until 2030. The implementation of the Strategy requires involvement of all the working parties, subsidiary bodies of ITC. To this end, the WP.5 Chair received a letter from the ITC Chair in the end of June 2019 inviting WP.5 to assist implementation of the strategy by proposing a concrete work plan aligning with the agreed long-term actions of the strategy.

80. WP.5 took note of the information. The decisions on the WP.5 work programme are reflected in item XV.

#### **XV. Programme of work and biennial evaluation for 2020–2021 and Work Plan for 2018–2022 (agenda item 14)**

*Documentation:* ECE/TRANS/WP.5/2019/6

81. WP.5 considered the decision of the Inland Transport Committee, who at its eighty first session, requested the secretariat to discontinue the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they will no longer be relevant for the new programmatic cycle. WP.5 further considered ECE/TRANS/WP.5/2019/6 containing draft programme of work and biennial evaluation for 2020–2021 and long-term programme of work. On its basis, as well as taking into consideration the 'long-term actions' and 'priority actions until 2030' of the ITC Strategy until 2030, WP.5 agreed on the six main clusters for its long-term work plan (2020–2030) as well as specific activities and expected accomplishments under each

cluster for its biennial 2020–2021 programme of work. The agreed long-term and biennial work programmes are provided in annex II of this report.

82. WP.5 requested the secretariat to submit both work programmes to the next, 2020 ITC session. WP.5 further agreed, that in implementing its activities, it will take every effort to seek partnerships, so as to ensure synergies in its work.

## **XVI. Other business (agenda item 15)**

83. There were no proposals made under this item.

## **XVII. Date of next session (agenda item 16)**

84. WP.5 was informed that its thirty-third session was tentatively scheduled to take place in Geneva from 7 to 9 September 2020.

## **XVIII. Adoption of main decisions (agenda item 17)**

85. WP.5 adopted its decisions. It then requested the secretariat in cooperation with the Chair to finalise the session report.

## Annex I

### **Adopted 2020–2025 mandate and the terms of reference for the Group of Experts on assessment of climate change impacts and adaptation for inland transport**

#### **I. Mandate**

1. The Group of Experts on assessment of climate change impacts and adaptation for inland transport (Group of Experts) is tasked to continue to raise awareness, build capacity and integrate knowledge from countries and the scientific community on climate change impact assessment and adaptation for inland transport. The Expert Group is also tasked to further advance the state of knowledge on, and the analysis of climate change impacts on inland transport, and the identification of suitable and cost-effective adaptation measures.
2. The Group of Experts, in view of the complexity of its task, is established for 5 years: 2020–2025.

#### **II. Terms of Reference**

##### **A. Tasks**

3. In line with the conclusions and recommendations from the 2019 Report of the earlier Group of Experts, this Group of Experts should:
  - (a) Serve as a platform to collect, integrate and disseminate knowledge on climate change impact assessment and adaptation needs for inland transport,
  - (b) Facilitate the establishment of databases on climate data as well as transport assets and operations data covering the entire ECE region and in this regard collaborate with Cordex-Core or similar initiatives as well as relevant ECE Working Parties,
  - (c) Analyse appropriate climate change indices, in both absolute and relative terms, to establish more knowledge on the future impacts of climate change and extreme events on inland transport (assets, operations, networks)
  - (d) Update the ECE GIS database with the new analyses and issue an update to 2019 report,
  - (e) Collect and analyse information from national and sub-national projects seeking to more fully understand key areas of vulnerability to climate change and extreme weather of transport assets and networks, in particular on assessment of natural and anthropogenic factors modifying the risks to transport assets, evaluation of individual characteristics of the asset, impact modelling and assessment of cause-effect relationships between climate parameters and impacts on the infrastructure, cross-sectors and intermodal analysis, etc.,
  - (f) Facilitate such projects in countries that are willing to invest in the assessment of climate change impacts on transport assets and operations and in identification of adaptation measures and are interested in creating national expertise in this area,
  - (g) Design, and create as a website, based on the analysis from the national projects, a knowledge database containing information on, for example, (i) features and conditions that could make a section of a network or a node in a higher risk area a “hotspot” due to that risk, and (ii) adaptation measures proposed and their overall and cost-effectiveness,
  - (h) Collect from the national projects indicators used for monitoring and evaluation of adaptation measures, for potential inclusion within the knowledge database,

- (i) Further collect from the national projects, if provided, information on adaptation-mitigation convergent measures, for potential inclusion within the knowledge database,
- (j) Analyse the national projects with regard to approaches established to integrate climate change considerations in planning and operational processes and elaborate relevant guidance material and/or integration mechanisms to this end, and
- (k) Prepare a final report on its achievements.

## **B. Methods of work**

4. The Group of Experts is established and function in accordance with the ECE Guidelines for teams of specialists approved by the Executive Committee of ECE on 31 March 2010 (ECE/EX/2/Rev.1). At its first meeting, the Group of Experts is to adopt a work plan defining its specific activities, including a time schedule for each activity.
5. The Group of Experts is expected to meet at least once every six months. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.
6. The Chair of the Group of Experts should report on the ongoing work at the annual session of the Working Party on Transport Trends and Economics, while the final report should be submitted to the session scheduled for September 2025.
7. Drawing from experience of earlier work, the meetings should preferably be held, and in-session documents be produced in English only.
8. Participation in the Group of Experts is open to all concerned United Nations member countries and experts. Interested intergovernmental and non-governmental organizations, as well as concerned railway companies, freight and forwarding industries are invited to participate and provide expert advice in compliance with United Nations rules and practices.

## **C. Secretariat**

9. ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with all stakeholders, including the secretariats to the United Nations Framework Convention on Climate Change (UNFCCC), the World Meteorological Organization (WMO), United Nations Conference on Trade and Development (UNCTAD), the European Commission, the regional commissions of the United Nations, International Civil Aviation Organisation (ICAO), International Maritime Organization (IMO) and other relevant Intergovernmental and non-governmental organizations.

## **Annex II**

### **Programme of work and biennial evaluation for 2020–2021 and long-term programme of work**

#### **I. Objectives of the Working Party on Transport Trends and Economics**

1. The main objectives of WP.5 are to provide a forum to ECE member States to:
  - (a) Discuss and enhance the understanding of the main inland transport trends and developments in the ECE region in the context of ongoing integration processes within the ECE region, and/or reform processes under way in member States; and
  - (b) Analyse the trends and developments, identify ways and promote, through a strengthened international cooperation and sharing or elaboration of best practice, a transition to more sustainable inland transport systems in ECE member States and other interested countries.

#### **II. Long-term activities of the Working Party on Transport Trends and Economics**

2. In line with its main objectives, WP.5 has been focusing on the following activities for many years:
  - (a) Group of Experts on Euro-Asian Transport Links and Euro-Asia Transport Links Project (Phases I through III);
  - (b) Monitoring of developments in the pan-European transport networks and transport in Mediterranean Region;
  - (c) Group of Experts on climate change impacts and adaptation for transport networks and nodes;
  - (d) Review of developments in the “For Future Inland Transport System” (ForFITs);
  - (e) Review of urban mobility and public transport;
  - (f) Pan-European master plan for cycling;
  - (g) International Transport Infrastructure Observatory project;
  - (h) Group of Experts on Benchmarking Transport Infrastructure Construction Costs;
  - (i) Port hinterland connections;
  - (j) Innovative ways to financing transport infrastructure;
  - (k) Mobility as a Service (MaaS); and
  - (l) Transport security.
3. More efforts are needed by WP.5 on the majority of these activities to facilitate the transition to more sustainable inland transport systems in ECE member States and other interested countries.

### III. Agreed clusters of work and long-term (2020–2030) programme of work

4. In view of its past activities, and taking into account the ITC Strategy until 2030, WP.5 agreed on six key clusters for its work:

(a) Development of transport networks and/or links

Under this cluster the work on Euro-Asian Transport Links and other links and corridors, including monitoring of network developments should be continued. In particular, WP.5 should serve as a platform to foster and monitor operationalization activities. Under the term “operationalization” the following topics are covered: harmonization and simplification of border-crossing formalities, infrastructure connections and interoperability standards, efficient corridor management and bringing the standards and rules/regulations in line with international standards, in particular those provided in the United Nations transport conventions, as well as application of new technologies and digitalization.

(b) Transport and climate change

Under this cluster the analytical work and research on impacts of climate change on transport assets and operations and identification of most suitable adaptation measures should continue.

(c) Sustainable urban mobility

Under this cluster WP.5 should build on its past work and continue developing urban mobility policies supporting sustainable urban development. Further MaaS developments should also fall under this cluster.

(d) Transport infrastructure data

Under this cluster, WP.5 should establish and maintain the ECE-led international transport infrastructure observatory available on the on-line ECE Geographical Information System (GIS) platform. The work of the Group of Experts on benchmarking transport infrastructure construction costs should also fall under this cluster.

(e) Review and monitoring of emerging issues and sustainable development goals

Under this cluster WP.5 should discuss and analyse emerging transport issues and prepare analytical outputs. WP.5 should also monitor the trends in achieving transport-related sustainable development goals and contribute to the development of support tools for achieving these goals.

(f) Inland transport security

Under this cluster WP.5 should provide a platform for mainstreaming and further enhancing solutions for addressing inland transport security issues.

5. WP.5 agreed that these six clusters form its long-term (2020–2030) programme of work.

### IV. Biennial 2020–2021 programme of work and evaluation

6. The 2020–2021 biennial programme sets forth activities for implementation within the coming biennium. The activities are defined within the clusters of the long-term programme of work. The activities are listed together with expected accomplishments which are defined to help WP.5 evaluate its achievements. WP.5 agreed on activities and expected accomplishments as provided below. WP.5 further agreed that in implementing its activities it would take every effort to seek partnership and ensure synergies.

## A. Development of transport networks and/or links

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 manages the operationalisation of transport links/corridors to build up on EATL, Phase I, II and III projects and their findings and recommendations</li> <li>• WP.5 conducts a review of existing approaches and methodologies for measuring economic value of international transport corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Specific activities for assisting corridor operationalization are identified</li> <li>• Review is carried out</li> </ul>

## B. Transport and climate change

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 initiates the process to establish its group of experts on assessment of climate change impacts and adaptation for inland transport</li> <li>• The group of experts improves databases with climate data and transport assets and operations</li> <li>• The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations</li> <li>• The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets and facilitates one such project in countries willing to improve in this area</li> </ul>	<ul style="list-style-type: none"> <li>• The group of experts is established in 2020</li> <li>• The database is improved</li> <li>• New climate indices are analysed</li> <li>• Information and data from national projects are collected and analysis has commenced</li> <li>• Project is started in at least one country willing to improve in infrastructure climate change adaptation analysis</li> </ul>

## C. Sustainable urban mobility

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 develops a model to assess urban mobility challenges</li> <li>• WP.5 develops a handbook to launching or strengthening MaaS at city level</li> <li>• WP.5 contributes to master plan for cycling through infrastructure module</li> </ul>	<ul style="list-style-type: none"> <li>• Draft model is developed</li> <li>• Draft handbook is developed</li> <li>• Infrastructure module is prepared</li> </ul>

## D. Transport infrastructure data

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 develops the international transport infrastructure observatory</li> <li>• The group of experts on benchmarking transport infrastructure construction costs identifies models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs</li> <li>• The group of experts establishes terminologies used for costing inland transport infrastructure</li> <li>• The group of experts collects data for benchmarking transport infrastructure construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• International transport infrastructure observatory is available on ECE GIS platform</li> <li>• Compilation of models, methodologies and tools is prepared</li> <li>• Glossary with terminologies is prepared</li> <li>• Data is collected and put on ECE GIS platform</li> </ul>

## E. Review and monitoring of emerging issues and sustainable development goals

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 monitors trends in achieving transport-related sustainable development goals</li> <li>• WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN)</li> <li>• WP.5 identifies emerging inland transport issues and analyses them</li> </ul>	<ul style="list-style-type: none"> <li>• Trends are monitored</li> <li>• Application of SITCIN has increased</li> <li>• At least one additional issue is identified, and its analysis has started</li> </ul>

## F. Inland transport security

<i>Activities:</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 serves as a platform for the exchange of information on threats and risk in inland transport and holds meetings as necessary</li> </ul>	<ul style="list-style-type: none"> <li>• Effective exchange of information is ensured</li> </ul>