



Economic and Social Council

Distr.: General
22 November 2016

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Transport Trends and Economics

Twenty-ninth session

Geneva, 5-7 September 2016

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–5	3
II. Adoption of the agenda (agenda item 1)	6	3
III. Workshop on “Transport Research and Innovations” (agenda item 2)	7–11	3
IV. Workshop on “Critical Transport Infrastructure and Cyber Security” (agenda item 3).....	12–16	5
V. Ports Hinterland connections (agenda item 4).....	17–20	6
VI. Monitoring of the developments relevant to pan-European transport networks (agenda item 5).....	21–26	7
A. The European Commission briefing on the progress made in developing the Trans-European Transport Network	21	7
B. Trans-European Motorway and Trans-European Railway projects	22–26	7
VII. Transport in the Mediterranean Region (agenda item 6).....	27–32	8
A. Report of the Mediterranean Transport Study Centre	27–30	8
B. The Euro-Mediterranean transport network.....	31	9
C. Report of the Union for the Mediterranean.....	32	9
VIII. Euro-Asian Transport Links (agenda item 7).....	33–39	9
A. Progress in Euro-Asian Transport Links (EATL) work.....	33–35	9
B. Road and Rail transport corridors along Europe and Asia.....	36–38	9
C. Other Euro-Asian transport initiatives	39	10

IX.	Group of Experts on Benchmarking Transport Infrastructure Construction Costs (agenda item 8).....	40–43	10
X.	Urban mobility and Public Transport: pan-European master plan for cycling (agenda item 9).....	44–48	10
XI.	Climate Change and Transport (agenda item 10).....	49–55	11
A.	Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes.....	49–50	11
B.	Climate Change mitigation: UNECE ForFITS tool.....	51–53	12
C.	Diesel engine exhausts.....	54–55	12
XII.	Review of the transport situation, transport trends and economics in ECE region (agenda item 11).....	56–70	12
A.	Transport Trends and Economics 2016-2017: Achievement of Sustainable Development Goals through the development of Sustainable Transport	56–57	12
B.	Transport Trends and Economics 2014-2015: Financing Transport Infrastructure	58	13
C.	Transport Trends and Economics 2012-2013: Sustainable Urban mobility and public transport	59	13
D.	Transport Trends and Challenges in the road sector.....	60–63	13
E.	Transport Trends and Challenges in the rail sector.....	64–66	13
F.	Transport Trends and Challenges in the inland waterways sector.....	67–68	14
G.	UNECE Transport Statistics analysis.	69–70	14
XIII.	Technical assistance to countries with transition economies (agenda item 12).....	71–73	14
XIV.	Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party and ITC Strategy paper and Ministerial Resolution (agenda item 13).....	74–76	15
XV.	Election of officers for the Working Party sessions in 2017 and 2018 (agenda item 14).....	77	15
XVI.	Other business (agenda item 15).....	78	15
XVII.	Date of next session (agenda item 16).....	79	16
XVIII.	Adoption of the main decisions (agenda item 17).....	80	16

I. Attendance

1. The Working Party on Transport Trends and Economics held its twenty-ninth session from 5 to 7 September 2016. The meeting was chaired by Mrs. Alevtina Kirillova (Russian Federation) who replaced the Vice-Chair, Mr. Sergey Egorshv. Representatives of the following United Nations Economic Commission for Europe (UNECE) member States participated: Austria, Belarus, Finland, Germany, Greece, Italy, Lithuania, Poland, Romania, Russian Federation, Sweden and Switzerland.
2. The following United Nations organizations and specialized agencies were represented: UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Project Central Office.
3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Eurasian Economic Commission (EEC).
4. The following non-governmental organizations were represented: International Road Transport Union (IRU), International Union of Railways (UIC) and the Regional Environmental Centre for Central and Eastern Europe.
5. The following attended the meeting at the invitation of the secretariat: Atlantic Treaty Association, Aspisec s.r.l, CMS Cameron McKenna LLP, Democritus University of Thrace, Institute for International Transport Communications of the Moscow State University of Transport Engineering, European Services Institute, Institute for Ubiquitous Meteorology (UBIMET), FS ITALIANE S.P.A. – COLPOFER, Kapsch TrafficCom AG, JSC "PLASKE", Rupprecht Consult - Forschung & Beratung GmbH, Siemens AG (Germany) and Transport Systems Catapult (United Kingdom).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/59, ECE/TRANS/WP.5/59/Corr.1

6. The Working Party adopted the agenda (ECE/TRANS/WP.5/59 and Corr.1).

III. Workshop on “Transport Research and Innovations” (agenda item 2)

Documentation: Informal document No. 1

7. The secretariat welcomed the participants to the workshop and emphasized the importance of research on transport development and especially on creating innovation. The results of different transport research projects as well as final products and tools based on those research projects were presented. The difficulties in order to connect transport research results with markets needs were illustrated and discussed.
8. The participants:
 - (a) Took note of the results of transport research projects, innovations and technological developments in ECE region:
 - The Belarusian Research Institute of Transport «TRANSTEKHNIKA» presented the model which enhances transport business efficiency in passenger transportation;

- The Catapult Transport Systems illustrated the ways that Catapult creates an environment that makes UK a world leader in transport innovation;
- The Hellenic Institute of Transport focused on existing challenges while implementing the results of transport research;
- Siemens eHighway presented the electrified heavy duty road transport and the new types of trucks which can move using electricity;
- UBIMET focused its presentation on analysis of weather and illustrated different cases where high precision meteorological data has been used;
- The Regional Environmental Centre presented a methodology for the rapid assessment of climate impacts along transport corridors including application between Madrid-Lisbon as well as the sustainable commuting initiative and the transport monitoring tool;
- The University of Helsinki presented the interdisciplinary research being undertaken in sustainable transport law and business logistics;
- The Moscow State University for Transport Engineering illustrated new approaches in the organization of rail freight in international traffic;
- The Democritus University of Thrace focused its presentation on a new methodology and tool in estimating the economic impacts of transport.

(b) Agreed that in order to transform “knowledge” to societal benefits, work towards supporting and promoting the production of “innovation” should be consistent and continuous;

(c) Noted that if research is about transforming money to knowledge then innovation is about transforming knowledge to money;

(d) Agreed that in order to transform transport research results to innovation:

- Governments should ensure political will and set the framework for transport research;
- The industry should guide research to areas that will satisfy market demands;
- The research community should produce knowledge, technologies, and other research products or services that meet societal needs in alignment and cooperation with the industry – business- market.

(e) Observed that the main reasons for failure of transforming research results to innovations and market products and services are:

- Insufficient funding for research implementation;
- Non-existent “implementation environment”;
- Lack of generally tested and accepted governance structures for the implementation process;
- Lack of monitoring and systematic data collection for implementation process analysis and evaluation.

(f) Observed that the existence of a connector between the market and transport research results, such as the Catapult, is essential in order to have successful transformation of research results to innovation;

(g) Noted that the development of a transport research and innovations hub is a must in order to bring together knowledge, results, and projects ideas as well as enhance cooperation and economies of scales among transport research institutes.

9. The workshop showed the complexity of the substantive issues involved in the development of transport research projects and the connection of their results with market needs. The Working Party appreciated the presentations made by the excellent speakers, considered them informative and of great importance.

10. In addition, the Working Party requested the secretariat to elaborate a formal document based on inputs received from the experts and discussions made during the workshop on transport research and innovations, for consideration by the Working Party at its next session. Proposals for possible further actions to be taken by the Working Party on this issue should be included.

11. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at www.unece.org/trans/main/wp5/transport_research_and_innovations.html.

IV. Workshop on “Critical Transport Infrastructure and Cyber Security” (agenda item 3)

Documentation: Informal document No. 2

12. The workshop was organized on the basis of the Inland Transport Committee (ITC) mandate where the Division should continue work aimed at enhancing inland transport security, in particular, by organizing events to exchange information and share best practices. The outcome of the workshop should be a contribution to the Inland Transport Security Forum of ITC.

13. Cyberspace and its underlying infrastructure are vulnerable to a wide range of risk stemming from both physical and cyber threats and hazards. Cyberspace is particularly difficult to secure due to a number of factors: the ability of malicious actors to operate from anywhere in the world, the linkages between cyberspace and physical systems and the difficulty of reducing vulnerabilities and consequences in complex cyber networks. Of growing concern is the cyber threat to critical infrastructure, which is increasingly subject to sophisticated cyber intrusions that pose new risks. As information technology becomes increasingly integrated with physical infrastructure operations, there is increased risk for wide scale or high-consequence events that could cause harm or disrupt services upon which national economies and the daily lives of millions of people depend. Representatives from Governments and international organizations (the programme of the workshop is in Informal document No. 2) specialized on cyber security and critical transport infrastructure shared their experience and good practices on how to further secure critical transport infrastructure.

14. The participants during the workshop:

(a) Noted that it is fundamental to adopt the best hardware solutions available, but good hardware must come with good software which is in charge to avoid any security breach at firmware;

(b) Observed and took note that vendors usually release their firmware (software for cameras) update through dedicated webpages where everybody can have access and could possibly perform changes in the software that could impacts hardware performance;

(c) Took note of the following recommendations:

- Firmware security is a critical issue while many security experts are not aware of the security risks involved;
- It has been observed that while experts buy hardware for public infrastructure, they are trying to save money by reducing long lasting technical assistance.
 - (d) Took note that cyberattacks could be spread quicker than its countermeasures do and therefore its potential consequences may be worse than those of a traditional attack;
 - (e) Observed that the different types of cyberattacks are:
 - Cybercrime for profit;
 - Activism for social-political aims;
 - Industrial espionage for competition;
 - Sabotage for terrorism;
 - Cyberwar for international damage strategy.
 - (f) Agreed that business protection and homeland security depend on the integrity and resilience of IT systems.

15. The Working Party took note of the presentations made by the experts. It thanked the experts for their participation and requested the secretariat to make sure that the outcome of the workshop will be a contribution to the Inland Transport Security Forum of ITC.

16. The proceedings of the workshop, presentations and all workshop material have been uploaded on the UNECE website at: www.unece.org/trans/main/wp5/critical_transport_infrastructure_and_cyber_security.html.

V. Ports Hinterland connections (agenda item 4)

Documentation: ECE/TRANS/WP.5/2015/3, Informal document No. 3

17. The Working Party recalled that at its last year's session took note of the ports hinterland connections observatory prepared by Mediterranean Network (MedNet) programme. It noted that MedNet would end in May 2015. It noted also that the secretariat had already received an unofficial confirmation from the MedNet project on taking over the hosting, maintenance and further expansion to all UNECE countries of this ports hinterland connections observatory. The observatory 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.

18. The Working Party at its last session requested the secretariat, while waiting for the official reply from the MedNet project, to analyse and inform the Working Party for the cost implications that the hosting and maintenance of such observatory would mean for the secretariat. Furthermore, the Working Party reiterated that cooperation of the Working Party with other relevant to its work ECE Working Parties and especially of the Working Party on Inland Waterways (SC.3) should be ensured.

19. The Working Party took note of the information provided by the secretariat on costs implications for operating such observatory. The objective should be that no extra costs will be generated and the operations will be organized on a self-sustained way. This means that government experts will be responsible for inserting and updating any information provided

in the system. In addition the secretariat informed the Working Party that no official response from MEDNET project had been sent so far.

20. The Working Party decided to postpone decision on this issue and requested the secretariat to provide any updates at its next session.

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

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

Documentation: Informal document No. 4

21. The Working Party took note of the information provided by the secretariat and expressed its appreciation for briefing on the progress in developing the Trans-European Transport Network. The Working Party invited EC to continue providing an update on its activities related to pan-European Corridors at its thirtieth session in 2017.

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

Documentation: ECE/TRANS/WP.5/2016/1, ECE/TRANS/WP.5/2016/2

22. The Working Party appreciated the update provided by the TER project manager on the activities implemented in the TER Project in 2015-2016, reiterated its support for the project and invited the project manager to provide an update on relevant developments in the TER project at its thirtieth session in 2017.

23. During the fortieth TER Steering Committee session (Vienna, 17 May 2016) the following were discussed and agreed:

(a) The management focused its efforts on discussing and negotiating with the Governments of Azerbaijan, Belarus, Hungary, Kazakhstan and Ukraine in order for these countries to become members of the project;

(b) Works on the high speed Rail Master Plan started and the consultant reported on the first results of his study that was based on agreed methodology;

(c) The content of the TER brochure as part of the project's promotion activities as well as its technical specifications and vendor selection that would finalize and print the brochure were discussed and decided upon;

(d) The TER backbone network is being revised and draft maps were prepared by the consultant that reflect the status of the network in 2016;

(e) The TER Host Country Agreement with the Government of Serbia was finalised and the TER office in Belgrade was prepared by the Serbian authorities;

(f) The contract of TER project manager was finalized and that of the deputy project manager is in the final phase.

24. The Working Party also appreciated the update provided by the TEM PCO on the TEM activities in 2015-2016, reiterated its support to the project and invited the project manager to provide an update on relevant developments in the TEM project at its thirtieth session in 2017.

25. During the sixty-fourth session of the TEM Steering Committee (16 December 2015, Vienna), Mr. Andrzej Maciejewski, Deputy General Director of the Polish National Agency for Roads (GDDKiA), was re-elected TEM Project Manager for the period 2016-2017. He proposed a TEM programme of work for 2016 which was accepted by the Steering Committee.

26. The TEM project manager presented the project's new strategy. The strategic Plan illustrates the main principles related to the implementation of the TEM Project for the period from 2016 to 2020. The TEM Project supports UNECE and ITC in achieving the goals of sustainable development on issues related to the management of road infrastructure. TEM Project will interpret and translate Sustainable Development Goals into strategic initiatives related to the key issues of the management of road infrastructure. The identified in the strategic plan development issues have been classified in the following strategic areas:

- (a) Area A – environment and its protection,
- (b) Area B – system of roads and highways - organization and financing,
- (c) Area C – management of a network of roads and highways,
- (d) Area D – information systems in the management of road infrastructure,
- (e) Area E – innovations,
- (f) Area F – road safety.

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

A. Report of the Mediterranean Transport Study Centre

Documentation: Informal document No. 5

27. The representative of CETMO introduced the report on recent activities of CETMO for consideration by the Working Party (Informal document No. 5).

28. Since its creation in 1995, the Transport Group of the Western Mediterranean (GTMO) has, among other objectives, the promotion of cooperation on transport issues in the Western Mediterranean and the contribution to the Euro-Mediterranean partnership. The planning work of the GTMO 5+5 is complemented with the development and updating of some analytical tools:

(a) CETMO databases: Socioeconomic aspects (CETMO–ASE), infrastructure (CETMO–INFRA), projects (CETMO–PROJETS) and flows (CETMO–FLUX).

(b) Transport Flow Forecasting Model: It is currently at a new stage of development led by the secretariat of the Union for the Mediterranean (UFM). Thanks to the MoU signed between CETMO and the UFM, CETMO is contributing to the model's implementation.

(c) WEB–GIS Viewer: a tool that enables online viewing and consultation of part of the information stored on the CETMO–INFRA database.

29. An action plan of horizontal measures for integration and coordination of management of the trans-Maghreb motorway axis was adopted during the GTMO 5+5 Ministerial Conference in Lisbon (October 2014). The actions are presented in five sections: Trade Facilitation, Financing and Pricing, Multimodality, Road Safety and Cross-cutting Actions.

30. 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 2017.

B. The Euro-Mediterranean transport network

31. Nothing was reported on this item.

C. Report of the Union for the Mediterranean

32. Nothing was reported on this item.

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

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

Documentation: Informal document WP.5/GE.2 (2016) No. 2

33. The secretariat and the delegate of the Russian Federation informed the Working Party about the progress of the Group of Experts on EATL work and the recent developments of the EATL project Phase III (Informal document WP.5/GE.2 (2016) No. 2). The Working Party took note on the progress made.

34. The Working Party recalled that at its last session it had approved the request of the Group of Experts to extend its mandate for one more year. The Group is expecting to submit its final report at the next session of the Working Party in 2017. The next meeting of the Group will take place in Yerevan, Armenia, on 26-27 October 2017. The meeting will be co-organised and hosted by OSCE. A major part of the final report of the Group is being prepared by the Scientific and Research Institute of Motor Transport (NIIAT, Moscow). The Working Party invited the interested member States to provide the necessary information for this meeting and to continue active participation in this work.

35. The Working Party requested the secretariat to provide more information on this item at its next session in 2017.

B. Road and Rail transport corridors along Europe and Asia

Documentation: ECE/TRANS/WP.5/2016/3

36. The Working Party recalled that during its last session, a workshop on Road and Rail transport corridors along Europe and Asia took place. The workshop showed the complexity of the substantive issues involved in the development of transport corridors along Europe and Asia and the need for further analysis. The Working Party requested the secretariat to issue a formal document based on inputs received from the experts and discussions made during the workshop, for consideration by the Working Party at its next session. Proposals for possible further actions to be taken by the Working Party on this issue should be included.

37. The Working Party took note of the information provided by the secretariat and considered document ECE/TRANS/WP.5/2016/3. It approved the development of a transport infrastructure observatory in Europe and Asia which should include all existing initiatives on transport infrastructure development in the European and Asian continents.

The Working Party requested the secretariat to provide more information on this issue at its next session.

38. Furthermore, the Working Party requested the secretariat to explore possibilities for organizing a workshop at its next session that would foster cooperation among the different initiatives on transport corridors along Europe and Asia.

C. Other Euro-Asian transport initiatives

39. The Working Party requested the secretariat to invite the Eurasian Economic Commission for its next session to present its activities and efforts to create a common and unified transport environment in the region.

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

Documentation: ECE/TRANS/WP.5/GE.4/2016/1

40. The Working Party recalled that at its last session it had approved the establishment of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs and its terms of reference. The ITC at its February session and the UNECE Executive Committee at its May session approved the terms of reference of the Group.

41. The first meeting of the Group was scheduled to take place on the 31 October and 1 November 2016. In accordance with its Terms of Reference, the Group of Experts is expected to complete its work within two years (2016-2018) and to submit a full report of its accomplishments.

42. The Group of Experts shall:

(a) Identify models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs;

(b) Identify and list terminologies used in the ECE region for construction costs of inland transport infrastructure, if possible, create a glossary of agreed terminologies and related explanations;

(c) Collect and analyse data in order to prepare a benchmarking of transport infrastructure construction costs in the ECE region for each inland transport mode – road, rail, inland waterways – including intermodal terminals, freight/logistics centres and ports; analyse and describe the conditions / parameters under which these costs have been calculated.

43. The Working Party took note of the information provided by the secretariat. The Working Party requested the secretariat to provide more information on this issue at its next session.

X. Urban mobility and Public Transport: pan-European master plan for cycling (agenda item 9)

Documentation: ECE/TRANS/WP.5/2016/4

44. At its seventy-seventh session the ITC (24-26 February 2015) decided that WP.5 should regularly review the developments in urban mobility and transport, and particularly, the interlinkages between urban, regional, national and international transport networks and services (ECE/TRANS/248, para. 18).

45. The Working Party as follow-up to the mandate given by ITC, considered cooperation with the Transport, Health and Environment Pan-European Programme (THE PEP) on the development of the pan-European master plan for cycling.

46. At the Fourth High-level Meeting on Transport, Health and Environment (Paris, April 2014) Governments adopted the Paris Declaration, including a clear call for member States to promote cycling and to develop a pan-European master plan for cycling within the framework of the THE PEP. The development of the pan-European master plan would be coordinated by the lead partners of THE PEP Partnership on Cycling: the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management and the French Ministry of Ecology, Sustainable Development and Energy, in close collaboration with the European Cyclists Federation and THE PEP secretariat. During the Team Leader Meeting of THE PEP Partnership on Cycling (Cologne, 2 June 2016), the experience of UNECE to develop master plans such as TEM / TER and EATL was presented. The team leaders of the Partnership decided that the ECE Sustainable Transport Division should have a leading role on the development of the cycling master plan. Extrabudgetary resources such as consultant(s) needed for this undertaking would be secured through THE PEP Trust Fund.

47. For that purpose a draft methodology that should be followed for the development of this master plan based on the experience of ECE in developing plans was prepared (ECE/TRANS/WP.5/2016/4). This draft methodology was discussed and endorsed by the THE PEP Bureau meeting (Copenhagen, 6 and 7 July 2016).

48. The Working Party took note of the information provided by the secretariat and welcomed the cooperation with the THE PEP. The Working Party took note of the methodology in order to develop the pan-European master plan for cycling in cooperation with the THE PEP as it was described in document ECE/TRANS/WP.5/2016/4 and already endorsed by THE PEP Bureau. The Working Party requested the secretariat to provide more information on this topic at its next session but also to continue discussions on the issue of urban mobility and public transport.

XI. Climate Change and Transport (agenda item 10)

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

Documentation: ECE/TRANS/WP.5/GE.3/20

49. Following approval of its terms of reference from both ITC and EXCOM, the Group of Experts held its eighth session on 14-15 January, its ninth session on 11-12 April and its tenth session on 7-8 July 2016. During these sessions, the Group discussed the results of the first phase, reviewed the main concerns and considerations for impacts of climate change to transport networks, prepared and discussed the first chapter of its final report, discussed the questionnaire that was sent to Governments. Experts agreed that the objectives of the Group, if they will be achieved, would be of help to Governments. However, at the moment there are many technical difficulties such as data collection for critical infrastructure or projections for climatic factors in GIS format that challenge the work of the Group.

50. The Working Party took note of the information provided by the secretariat and requested the secretariat to provide further information on developments of Group of Experts work at its next session.

B. Climate Change mitigation: UNECE ForFITS tool

51. The Working Party was informed by the secretariat about the 2015-2016 developments in the For Future Inland Transport Systems (ForFITS) project, funded by the United Nations Development Account.

52. A regional for ECE ForFITS study was prepared (ITC docs: ECE/TRANS/2016/7 and Informal document No. 13). Furthermore, during the last ITC session (ECE/TRANS/254, para. 31) the Committee considered important to mainstream the use of the ForFITS tool. To this end the Committee identified the following areas for action: (i) regularly update the UNECE regional review of CO₂ emissions from inland transport and country reviews on demand; (ii) methodological and capacity-building activities to improve data availability and quality; (iii) improved web-user interface; (iv) development of a corresponding module on local pollutants; and (v) training on the use of the tool.

53. The Working Party took note of the information provided 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 discussion paper

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

55. The Working Party took note of the information provided by the secretariat and requested the secretariat to present any developments on this issue at the next session.

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

A. Transport Trends and Economics 2016-2017: Achievement of Sustainable Development Goals through the development of Sustainable Transport

Documentation: ECE/TRANS/WP.5/2016/5, ECE/TRANS/WP.5/2016/6

56. The Working Party was informed by the secretariat about the transport trends and economics 2016-2017: Achievement of Sustainable Development Goals through the development of Sustainable Transport.

57. The Working Party took note of the information provided by the secretariat on Transport Trends and Economics for 2016-2017 and decided to postpone a decision on that topic while waiting a decision of EXCOM on the ways that UNECE should contribute to the implementation of Sustainable Development Goals.

B. Transport Trends and Economics 2014-2015: Financing Transport Infrastructure

Documentation: Informal document No. 6

58. The Working Party took note of the information provided by the secretariat on "Transport Trends and Economics 2014-2015: Financing Transport Infrastructure" and requested the secretariat to finalize the publication as soon as possible.

C. Transport Trends and Economics 2012-2013: Sustainable Urban mobility and public transport

59. The Working Party took note of the information provided by the secretariat on "Transport Trends and Economics 2012-2013: Sustainable Urban mobility and public transport".

D. Transport Trends and Challenges in the road sector

Documentation: Informal document No. 7

60. The representative of IRU, Mr. Jens Hügel, gave a presentation on transport trends and challenges in the road sector.

61. The representative of IRU focused his presentation on the phenomenon of UBER as the new trend that soon will possibly cover any kind of transportation. He also pointed out other equally important challenges for the road sector such as the drivers' shortage and the environment. In OECD region it is observed a light increase in GDP, road freight as well as on truck registration. On the other hand the situation in BRIC¹ countries is rather stable in trucks registration and road freight. However, a slight increase is observed in GDP. He noted that IRU contributes to the ITF study on driverless road freight transport. The main focus of the study is on long distance commercial transport and refers to Europe, North America and Japan.

62. The Working Party, following discussions made based on the IRU representative's presentation requested the secretariat to organize at its next session a workshop on Mobility as a service.

63. 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 thirtieth session in 2017.

E. Transport Trends and Challenges in the rail sector

Documentation: Informal document No. 8

64. The representative of UIC, Mrs. Snejana Markovic-Chenais, gave a presentation on transport trends and challenges in the rail sector.

65. She provided information on trends and challenges for the rail sector by using data retrieved by the report of UIC called synopsis which provides provisional data on annual

¹ Brazil, Russian Federation, India and China

basis for all continents, the length of lines, rolling stock, the average staff strength, the train performance in train-km, the rail traffic in pass., pass-km, tonnes, tonne-km and the high speed traffic. She pointed out that in passenger-kilometres a decrease of 4 per cent is reported worldwide between 2007 and 2015. Furthermore, for the same period, a decrease of 13 per cent and of 14.7 per cent is reported for tonne-kilometres and length of lines respectively.

66. The Working Party expressed its appreciation to UIC for the presentation on the analysis of recent rail transport trends and challenges and invited UIC to provide an update on relevant developments in the rail sector at its thirtieth session in 2017.

F. Transport Trends and Challenges in the inland waterways sector

67. The secretary of the Working Party on Inland Waterways, Mrs. Victoria Ivanova, gave a presentation on transport trends and challenges in the inland waterways sector.

68. The Working Party expressed its appreciation to the secretariat for the presentation on the analysis of recent inland water transport trends and challenges and requested the secretariat to provide an update on relevant developments in the inland waterways sector at its thirtieth session in 2017.

G. UNECE Transport Statistics analysis

69. The secretariat, Mr. Jean-Marc Kilolo gave a presentation on the analysis of transport statistics in the UNECE Working Party on Transport Statistics.

70. 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.

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

Documentation: Informal document No. 9

71. The secretariat informed the Working Party about technical assistance activities to countries with economies in transition. 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 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.

72. The Working Party noted 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” will result in increased national capacity to utilize international standard electronic messages in the field of transit procedures, in particular business-to-customs electronic information and increased capacity to exchange secure electronic transit information between customs of different countries.

(b) The 9th UNDA tranche project Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition started in August 2015. The project will seek to assist four low- or middle-income countries (Albania, the Dominican Republic, Georgia and the Lao People's Democratic Republic) to address their priority road safety needs by undertaking Road Safety Performance Reviews.

73. 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.

XIV. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party and ITC Strategy paper and Ministerial Resolution (agenda item 13)

Documentation: ECE/TRANS/254

74. The secretariat informed the Working Party that the Bureau of ITC during its last session in June 2016 stressed the importance of the timely preparation and sharing of the ITC strategy paper for consultations and negotiations with Governments in the run-up to the seventy-ninth annual session of the Committee (February 2017). In this regard, the Bureau requested the secretariat to organize an extraordinary meeting of the Bureau in the second half of September 2016, where the draft strategy and Resolution would be discussed. It further requested the secretariat to discuss progress with, collect inputs from and, if ready, circulate the above outputs at its fall session (Geneva, 5-7 September 2016) and other Working Parties sessions in the run-up to the anniversary session of ITC.

75. The secretariat provided information on the preparation of the ITC Strategy paper as well as on the Ministerial Resolution for adoption at the Ministerial meeting during the annual session.

76. The Working Party took note of the information provided by the secretariat on the ITC strategy paper and on the ITC Ministerial Resolution and requested the secretariat to urgently finalize both documents and distribute them to the ITC Bureau and to member States for their consideration.

XV. Election of officers for the Working Party sessions in 2017 and 2018 (agenda item 14)

77. The Working Party elected Mrs. Ingeborg Dettbarn (Germany) as Chair and Mrs. Alevtina Kirillova (Russian Federation) as Vice-Chair for its 2017 and 2018 sessions. Furthermore, it thanked Mr. Kristof Schockaert (Belgium) Chair and Mr. Sergey Egorshv (Russian Federation) Vice-Chair for the period 2015-2016 for their efforts and valuable contributions.

XVI. Other business (agenda item 15)

78. No other business was reported.

XVII. Date of next session (agenda item 16)

79. The Working Party's thirtieth session is tentatively scheduled to take place in Geneva from 4 to 6 September 2017.

XVIII. Adoption of the main decisions (agenda item 17)

80. The Working Party adopted the list of main decisions of its twenty-ninth 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.
