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Inland Transport Committee
Working Party on Transport Trends and Economics
Thirty-fourth session

Geneva, 15–17 September 2021

Item 1 of the provisional agenda

Adoption of the agenda
Report of the Working Party on Transport Trends and Economics on its thirty-fourth session
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I. Attendance

1. The Working Party on Transport Trends and Economics (WP.5) held its thirty-fourth session from 15–17 September 2020. The meeting was chaired by Mrs. E. de Wit (Netherlands) and was attended (both remotely and in-person) by 247 delegates. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Austria, Azerbaijan, Belarus, Belgium, Canada, Croatia, Denmark, Finland, France, Georgia, Germany, Hungary, Ireland, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Switzerland, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. Representatives of Australia, China (People's Republic of), Egypt, India, Jordan, Lao (People's Democratic Republic), Lebanon, Mexico, Mongolia, Paraguay, Philippines, South Africa attended under Article 11 of the Terms of Reference of ECE. Representatives of the European Union were also present. The State of Palestine attended as observer.

2. The following United Nations organizations and specialized agencies were represented: Economic and Social Commission for Asia and the Pacific (ESCAP), Economic and Social Commission for Western Asia (ESCWA), Economic Commission for Africa (ECA), Economic Commission for Latin America and the Caribbean (ECLAC), Environment Programme, International Civil Aviation Organization (ICAO), Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS), Trans-European Motorway Project (TEM), Trans-European Railway Project (TER), United Nations Conference on Trade and Development (UNCTAD), United Nations Counter-Terrorism Centre (UNCCT), World Bank Group and World Health Organization (WHO).

3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Economic Cooperation Organization (ECO), European Union Agency for Railways (ERA), Inter-Governmental Commission TRACECA, Islamic Development Bank (IsDB), Organization for Security and Co-operation in Europe (OSCE) and Union for the Mediterranean (UfM).

4. The following non-governmental organizations, private sector associations and academia were represented: Barleti University, Cardiff University, Centre for Socio-Economic Development (CSEND), Chamber of Commerce and Industry of Serbia, Chongqing University, Dangerous Goods Trainers Association (DGTA), Delft University of Technology, European Chemical Industry Council, European Conference of Fuel Distributors, European Cyclists' Federation, Greater Caspian Association, Griffith University, International Association of Public Electric Enterprises, International Automobile Federation (FIA), International Confederation of Container Reconditioners (ICCR), International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Railways (UIC), Partnership for Urban Mobility Czech Republic, Pro Velo Switzerland, Russian Road Research Institute (ROSDORNII), Russian University of Transport, University of Belgrade, University of Jordan and World Bicycle Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/69

5. 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-fourth session as contained in ECE/TRANS/WP.5/67.

III. Workshop on green urban transport (agenda item 2)

Documentation: Informal document No. 1

6. On 17 September 2021, further to a request of the Working Party at its thirty-third session a Workshop on Green Urban Transport was organized as part of the WP.5 cluster of work on "sustainable urban mobility, public transport, and cycling". The workshop which was co-organized by the ECE Sustainable Transport Division and the Urban Development, Housing and Land Management section at the ECE secretariat drew upon policy recommendations put forward in the ECE Nexus publication entitled "People-Smart Sustainable Cities – Sustainable and Smart Cities for All Ages" (April 2021). Furthermore, the workshop built further on the momentum generated by the adoption at the fifth Transport, Health and Environment Pan-European Programme (THE PEP) High-Level Meeting (Vienna, May 2021) of the first-ever Pan European Master Plan for Cycling Promotion (Master Plan).

7. Inter alia, the workshop discussed the applicability of the Master Plan in an urban context and identified opportunities to further strengthen the infrastructure component of the Master Plan through the development of internationally agreed minimum standards and harmonized traffic signs. The workshop featured speakers from a varied group of countries, including Austria, Netherlands, Russian Federation, Switzerland and benefited from contributions by the Delft University of Technology, the Russian University of Transport, the International Association of Public Electric Enterprises and European Cities and Regions for Transport Innovation (POLIS).

8. Further to the important role of bicycling in an urban mobility context, participants in the workshop agreed on the high relevance of several related aspects, including:

- The importance of redesigning existing urban transport infrastructure and services (which includes maximizing the availability of safe and spacious sidewalks for pedestrians and maximizing public transport networks that are accessible, affordable, and easy to use). In this regard, the significance of accommodating new modes of urban mobility, including electric scooters and steps, car ridesharing, bike-sharing with well-planned parking spaces and charging stations was also recognized.
- The important role of developing a sound regulatory framework surrounding urban mobility and its impact on health and the environment as well as the need for effective enforcement, including through the introduction and enforcement of a set of coherent road safety rules, including speed limitations as well as actively deterring and enforcing limitations related to GHG and noise emissions (e.g. through banning older cars from urban centres).

9. WP.5 welcomed the workshop organized on green urban transport, thanked the co-organizers for their contribution and support and appreciated all presentations made by the experts. In particular, the Working Party noted the importance in terms of safety of sustainable urban mobility measures as well as the development of a sound regulatory framework on national and local level surrounding urban mobility and its impact on health and environment. It noted that this should entail both passenger and freight mobility. WP.5 also reiterated its interest to continue efforts on promoting and presenting trends and good practices under this topic as part of its cluster of work on sustainable urban transport.

10. The proceedings of the workshop, presentations and all workshop materials are available on the website of the WP.5 thirty-fourth session which is accessible here: unece.org/transport/events/wp5-working-party-transport-trends-and-economics-34th-session.

IV. Development of transport networks and/or links (agenda item 3)

A. Euro-Asian Transport Links

Documentation: ECE/TRANS/WP.5/2021/1

11. Under this agenda item, the Chair reminded the Working Party that at its session in September 2020, as requested one year earlier at its thirty-second session, WP.5 had considered working document ECE/TRANS/WP.5/2020/1 prepared by the secretariat which provides a consolidated set of inputs from relevant ECE Working Parties (WP.24, SC.1, SC.2, SC.3/WP.3 and WP.30) on operationalization of international corridors. At its thirty-second session, the Working Party took note of the information contained in this document and invited the secretariat to provide additional details on the proposals and feedback from the ECE members on the operationalisation of the Euro-Asian Transport Links (EATL), in particular from those countries most concerned by the individual corridors, at its next session in 2021 (ECE/TRANS/WP.5/68, paras. 17 and 18). In immediate follow-up to this request the secretariat together with OSCE then organized on 26 November 2020 a round of virtual consultations on the next steps in the operationalization of Euro-Asian transport corridors. These consultations gathered 155 registered participants (public/private sector representatives and academia) coming from 32 EATL and non-EATL countries including from Europe, Asia, the Middle East, and North Africa. On that occasion, the Governments of Azerbaijan, Georgia, Kazakhstan, Turkey, and Ukraine expressed their interest to provide feedback on and contribute towards the development of a corridor management mechanism on EATL route 3. This proposal was then repeated at the eighty-third session of the Inland Transport Committee in February 2021 which took note of it and encouraged WP.5 to continue the activities on the operationalization of EATL and report back to the Inland Transport Committee (ITC). Representatives from Azerbaijan and Georgia took the floor under this agenda item and reiterated their interest to launch such an initiative together with the other three Governments with the support of the secretariat.

12. WP.5 took note of the efforts supported by the secretariat to fulfil the mandate provided by ITC on operationalization of international corridors and enhancing interregional connectivity. WP.5 appreciated these efforts, reiterated its support and interest on further enhancing interregional connectivity. It requested the secretariat to continue supporting these efforts and report back on any developments at its next session.

13. A representative from Uzbekistan informed the Working Party about and requested its support for the initiative of the President of the Republic of Uzbekistan to create a Regional Center for the Development of Transport and Communication Connectivity under the auspices of the United Nations, a request which had been put forward during the seventy-fifth session of the United Nations General Assembly. The representative emphasized that this Regional Center could create a platform for discussion and prompt resolution of emerging issues that hinder the development of the transport sector in the region. WP.5 took note of the proposal.

14. WP.5 welcomed the interest from several UNECE member States to actively participate on enhancing operationalization of Euro-Asian transport links and especially the proposal submitted by the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. In this regard, WP.5 invited the group to report back on its progress at the forthcoming thirty-fifth session of the Working Party in September 2022.

B. Inter-regional transport connectivity

15. Under this agenda item, the Chair reminded the Working Party that at its thirty-third session it had agreed that regular exchanges of information on interregional connectivity may be beneficial. At the same time, it had noted that ITC should be advising WP.5 on hosting

such information exchanges. At its eighty-third session (Geneva, 23–26 February 2021), ITC considered ECE/TRANS/2021/3 on the “Implementation of the ITC Strategy until 2030” and invited its Working Parties to implement the next steps, as formulated in this document, to further advance the implementation of the ITC Strategy. For the priority task on support to interregional inland transport connectivity and corridors, the next step calls for continuation and further strengthening dialogues through round table discussions on interregional connectivity in the framework of WP.5/WP.24, in accordance with ITC guidance on further ideas for interregional connectivity.

16. Against this background and mandate the discussion on inter-regional connectivity benefited from the participation of representatives from all five United Nations Regional Commissions (ECE, ECA, ESCAP, ECLAC and ESCWA) as well as the following Member States: Azerbaijan, Egypt, Turkey, Russian Federation and Paraguay. Presentations focused on national and region-specific efforts to establish stronger inter-regional transport connectivity. Inter alia, the representative of Azerbaijan spoke about efforts of his Government to contribute to Euro-Asian connectivity, including through the implementation of designated road and rail transport infrastructure projects (e.g. B-T-K) and the establishment of a Coordinating Council on Transit Freight. The Representative of Egypt spoke on its country’s role as a junction point connecting countries on the African continent from West to East along the Mediterranean coastline and from North to South. The representative of Turkey informed about its corridor-oriented approach with a focus on infrastructure projects addressing missing links, elimination of bottlenecks at border crossings, improving non-physical inter-operability as well as digitalization. The representative of Paraguay focused on the efforts of its Government and of ECLAC in developing the bi-oceanic transport corridor connecting maritime ports on the Atlantic and the Pacific oceans. A representative of the Russian Federation presented on the role and contributions of the Directorate of International Transport Corridors (NPO) in providing expert, analytical and information support to federal executive bodies, development institutions and businesses on the development and effective use of international transport corridors.

17. WP.5 welcomed the inter-regional consultations that were held on sustainable transport connectivity which assist in the implementation of the ITC strategy and in particular its pillar on inter-regional connectivity. WP.5 also invited the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation if possible, with the other United Nations regional commissions as well as other regional / interregional organizations and relevant projects.

18. All presentations delivered under this agenda item are available on the website of the WP.5 thirty-fourth session which is accessible here: unece.org/transport/events/wp5-working-party-transport-trends-and-economics-34th-session.

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

Documentation: ECE/TRANS/WP.5/2021/2, ECE/TRANS/WP.5/2021/3

19. The TEM and TER project managers informed WP.5 about the TEM and TER activities implemented over the reporting period 2020–2021 as contained in ECE/TRANS/WP.5/2021/3 and ECE/TRANS/WP.5/2021/4.

20. The main TEM activities included:

(a) The preparation for publication of four study reports: (i) the development of a business model for the road sector (including TEM network considerations and recommendations); (ii) Tools for asset management (including TEM recommendations for road operators); (iii) the development of a Building Information Modelling (BIM) approach for road infrastructure; and (iv) the TEM 2019 network report; and

(b) The elaboration of a new TEM Strategic Plan 2022–2026, covering the following areas of work: (a) Network (supply) performance and demand changes; (b) Multimodality in service planning and delivery; and (c) Operational proficiency of the road sub-sector.

21. The main TER activities focused on:

(a) Development and approval of the Terms of Reference for the launch of a Geographic Information System (GIS) project and for a study on compliance of TER infrastructure to technical parameters identified in international agreements, i.e. the European Agreement on Main International Railway Lines (AGC) and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) standards.

(b) Development of the TER Strategy until 2025.

22. WP.5 thanked for the information provided and requested that a similar update be provided at its next session.

D. Trans-European Transport Network

23. The European Commission (EC) representative briefed WP.5 about the revision process regarding the Trans-European Transport Network (TEN-T) regulations, of which the adoption of the legal proposal is expected in 2021. As part of achieving the objectives of the European Green Deal and in line with the Sustainable and Smart Mobility Strategy, the objective is to revise the TEN-T regulations to effectively contribute to the decarbonisation of transport systems. Consultations with various stakeholders from the public sector, European industry associations, and civil society were part of the revision process. The revision of the regulation aims at reaching four general objectives (a) making transport greener in line with the climate neutrality targets, (b) facilitating seamless and efficient transport contributing to better connectivity, (c) increasing the resilience of the TEN-T network to climate change (d) improving the efficiency of the governance process of the TEN-T regulation.

24. WP.5 thanked and took note of the information provided.

E. Transport in the Mediterranean Region

25. The Centre for Transportation Studies for the Western Mediterranean (CETMO) updated WP.5 on its activities since the previous WP.5 session. 2020–2021 activities in support of transport development in the Western Mediterranean region were heavily impacted by the COVID-19 pandemic which was catalytical for enhanced transformations across the region. Emphasis was put on the optimization of intermodal transport connectivity with as a backbone the network of ports in the region contributing to economic development and integration processes. The CETMO representative also reiterated its support for the ECE-led International Transport Infrastructure Observatory and indicated that it intends to contribute to it by providing GIS data on the transport networks in the Western Mediterranean region.

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

F. Other initiatives on transport corridors/ links development

27. There was no intervention under this agenda item

V. Transport infrastructure data (agenda item 4)

Documentation: ECE/TRANS/WP.5/2021/2

A. International Transport Infrastructure Observatory

28. The ECE secretariat, jointly with the secretariats of the Economic and Social Commission for Western Asia (ESCWA) and the Economic Cooperation Organization

(ECO) held a joint presentation on the Geographical Information System (GIS) based International Transport Infrastructure Observatory.

29. As requested by WP.5 at its thirty-third session in September 2020, the secretariat issued Working Document ECE/TRANS/WP.5/2021/4 which provides a detailed description of the Observatory, its purpose, functions, user groups and operational modalities.

30. On the basis of this document, representatives of the three partner organizations informed the Working Party about the multiple functionalities that the Observatory offers to various user categories: Governments, Multilateral Development Banks (MDBs), Regional Cooperation Organizations (RCOs), and the broader public. The Working Party was also informed that the Observatory was expected to become publicly accessible as of autumn 2021 and that all ECE and ESCWA Member States would be informed in writing and invited to start using the ITIO in a test phase. It was noted that future sustainability of the ITIO will require enhanced cooperation with additional United Nations regional commissions and other international/ regional partners as well as cooperation with additional MDBs and other stakeholders. It was emphasised that, once established, efforts would need to be made to ensure continuous data collection and interaction with Governments and MDBs and that the development of additional ITIO applications, e.g. integration of data and analysis compiled by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (GE.4) is ongoing.

31. The secretariat also announced that for the next three years an Esri GIS user license was being purchased as well as 30 Esri GIS editor licenses enabling Government, and other users, to add data on their networks and projects and edit their existing information. The secretariat informed that it would brief ITC on this important endeavor and achievement and prepare, if welcomed e, an official presentation of the Observatory during the next ITC session in February 2021.

32. WP.5 took note of the information concerning the further development of the Observatory and invited interested stakeholders (including national Governments and Multilateral Development Banks) to participate in a test phase. The Working Party invited the secretariat to provide necessary assistance to national delegates and representatives of other stakeholder entities in conducting these tests, including through providing dedicated accounts for testing. It also requested the secretariat to inform the ITC Bureau and the Committee on the development of the Observatory and possible outcomes of the tests once they are completed.

B. Benchmarking Transport Infrastructure Construction Costs

Documentation: ECE/TRANS/WP.5/2020/7/Rev.1,
ECE/TRANS/WP.5/GE.4/2019/1/Rev.3, ECE/TRANS/WP.5/2021/5

33. The Chair of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (GE.4) informed the Working Party that following the request put forward at its session last year, the ITC at its eighty-third session in February 2021 had agreed to extend the mandate of the Group for one more year until 2022. The purpose of the extension as defined by ITC is to continue and revamp the data collection efforts of the Group across all modes resulting in a more data rich final report as well as to prepare an additional benchmarking analysis of transport infrastructure maintenance and operation costs.

34. The Chair also informed that at its eleventh session which took place in April 2021, GE.4 decided to submit two revised working documents for consideration by WP.5: a compilation of good practices at national levels for evaluating and calculating transport infrastructure construction costs ECE/TRANS/WP.5/2020/7/Rev.1 and a revised consolidated terminology list for related road, rail and inland waterway infrastructure, maintenance and operation costs as contained in ECE/TRANS/WP.5/GE.4/2019/1/Rev.3. Furthermore, it also prepared and submitted two new questionnaires on maintenance and operation costs for road and rail infrastructure (ECE/TRANS/WP.5/2021/5).

35. A representative of the Russian Road Research Institute (ROSDORNII) delivered a presentation on ongoing monitoring efforts of the costs for construction, reconstruction,

capital repairs, repairs, and maintenance per 1 km of public roads in the Russian Federation. Reference was also made to the development and implementation of a digital platform for monitoring resource availability

36. WP.5 appreciated this presentation and noted its importance as a contribution to the work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs.

37. WP.5 took note of the progress made by the Group of Experts, in particular regarding the additional questionnaires on transport maintenance and operation costs it had prepared. WP.5 then supported the idea that these questionnaires be submitted to mode-specific Working Parties SC.1, SC.2 and SC.3/WP.3 for data collection purposes. WP.5 finally agreed to take a more proactive role in supporting the data collection efforts and to raise awareness about the Group's activities and try to support geographical expansion of the Group and its data findings leading to a more data rich final report to be presented by the Group at the 2022 WP.5 session.

VI. Transport and climate change (agenda item 5)

A. Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport

38. Under this agenda item, the secretariat provided an overview of the work conducted by the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (WP.5/GE.4) for the period 2020–2021.

39. The Working Party welcomed the information on the progress in the work of the Group and appreciated the demand-driven approach adopted by the Group in delivering on its mandated outputs. WP.5 further welcomed the organisation of relevant workshops and thanked the Russian Federation for its engagement to co-organise a conference to raise awareness on the needs to adapt transport systems to climate change, which would take place in Moscow on 15-16 November 2021 at ROSDORNII during the Russian Transport Week.

40. The Working Party also suggested to consider organisation of relevant awareness-raising events which would involve experts from interested countries from outside of the ECE region. Finally, WP.5 called upon countries to participate in the work of the Group if they have not done so yet, so as to be part of the important joint effort in working out solutions and good practice to make transport system (asset and operation) climate resilient.

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

41. The Working Party was informed by the Secretary of the Working Party on Pollution and Energy that the ECE Sustainable Transport and Energy Divisions had together organized a workshop to assess the real-time upstream emissions of electric vehicles during recharge,¹ and the possibility to monitor such emissions to incentivize electric vehicle owners to reduce the emissions of their vehicle when the emissions from electricity generation are the lowest. Life cycle emissions of transport energy and fuels are an important component of the circularity of the transport sector, and the momentum towards electric vehicles needs to be anticipated for emission inventory purposes, to be able to monitor and allocate electricity use to the appropriate sector.

42. The Working Party was also informed that the ECE secretariat is developing a paper to showcase the importance of the right time resolution and the potential impact of user behaviour on the emissions from electric vehicle recharge. It was announced that a ForFITS add-on is expected to be released to give the opportunity to any interested parties to assess the potential emission savings for any given electricity generation emission profiles that

¹ unece.org/sustainable-energy/events/online-workshop-real-time-upstream-emissions-electric-vehicles-during

would be required as an input to the add-on. The paper and ForFITS add-on are expected to be released in the first quarter of 2022.

43. WP.5 thanked for the information provided and requested that a similar update be provided at its next session.

VII. Inland transport security (agenda item 6)

Documentation: Informal document No. 2

44. A Workshop on Security Aspects of Dangerous Goods Transportation was held under this agenda item in the framework of the annual 2021 ECE Inland Transport Security Forum. The event was co-organized by the WP.5 secretariat and the secretariat of the Committee and Sub-Committee of Experts on the Transport of Dangerous Goods, the RID/ADR/ADN Joint Meeting and the ADN Safety and Administrative Committees. It was moderated by a representative of France in his capacity as Chair of the RID/ ADR/ ADN Joint Meeting and featured keynote speakers from a range of organizations and national agencies including from the United Nations Counter-Terrorism Centre (UNCTC)/ Section on Preventing and Responding to Weapons of Mass Destruction (WMP) Chemical, Biological, Radiological and Nuclear (CBRN) Terrorism; International Union of Railways (UIC) Security Division and a national representative from the Federal Agency for Nuclear Control of Belgium. The workshop gathered transport of dangerous goods safety and security experts from Ministries of Transport and other relevant, road, rail and inland waterway authorities as well as from private sector, academia, research institutions and independent experts engaged in this field from a broad range of member States including many from outside the ECE region.

45. Panellists and participants recognized that transport of dangerous goods brings with it both safety and security risks and that due attention should be paid to potential risks posed by the theft and misuse of the most hazardous goods by ill-intentioned individuals against people, property, the economy, or the environment. This category of hazardous goods is known as “high consequence dangerous goods” and are defined as those which have the potential for misuse in a terrorist event. As a result, of such misuse, severe consequences might ensue mass casualties, mass destruction or mass socio-economic disruption. Examples of high consequence dangerous goods referred to include most explosives, specific toxic substances, infectious substances, and toxic gases as well as desensitized explosives, and radioactive material above a certain transport security threshold. It was noted that other substances and objects might also be considered high consequence dangerous goods depending on the mode of transportation, hazardous properties, packing group and quantities that are shipped.

46. Participants agreed that while safety aspects of the transport of dangerous goods are well- governed by national and international regulations based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations, security aspects are beyond the scope of these regulations. It was noted that these Model Regulations, which are prepared by the Subcommittee of Experts on the Transport of Dangerous Goods of the United Nations Economic and Social Council (ECOSOC) serviced by UNECE, are updated every two years and implemented worldwide in modal regulations such as the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) for road transport and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) for inland waterways as well as the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) administered by the Intergovernmental Organisation for International Carriage by Rail (OTIF). It was emphasised that, to ensure consistency between these different regulatory systems, the United Nations has developed mechanisms for the harmonization of hazard classification criteria and communication tools, and for transport conditions for all modes of transport. It was noted that in spite of not being the main objective, these regulations have defined a minimal set of binding requirements concerning security and that it could be checked if an extension of that framework would benefit from future consideration at inter-governmental level. Inally, participants in the workshop agreed that pending the possible development of an internationally agreeable, more extensive security framework surrounding

the transport of dangerous goods, it is of key importance that national authorities develop and implement their own national security plans for such transports as well as raise awareness of and train their staff on the associated risks to complete the minimal frame offered by the above-mentioned Model Regulations.

47. The Working Party appreciated the workshop on security aspects of dangerous goods transportation under its cluster of work on transport security. It agreed on the importance of implementation of the available regulatory framework surrounding dangerous goods, awareness raising and training of personnel and keeping up to date with the latest trends in this field. Finally, the Working Party, upon a proposal by the Russian Federation, requested the secretariat to hold as part of its next session a seminar on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction, and operation.

48. The concept note, programme and full set of presentations delivered at the workshop are available on the webpage of the WP.5 thirty-fourth session: unece.org/transport/events/wp5-working-party-transport-trends-and-economics-34th-session.

VIII. Sustainable urban mobility, cycling and public transport (agenda item 7)

Documentation: ECE/TRANS/WP.5/2021/6; ECE/TRANS/WP.5/2021/7

49. Under this agenda item, WP.5 welcomed the workshop on green urban transport co-organized by the Sustainable Transport Division and the Urban Development Housing and Land Management section of the secretariat on 17 September 2021. WP.5 also reiterated its interest to continue efforts on promoting and presenting trends and good practices under this topic as part of its cluster of work on sustainable urban transport.

50. The secretariat and the Chair of THE PEP and representative of the host country Austria of the 5 HLM of THE PEP then reported to the Working Party on the adoption of THE PEP Pan-European Cycling Master Plan at the THE PEP High-Level Ministerial Meeting which was held in May 2021 in Vienna and shed light on role that the infrastructure module for cycling would play in implementing the Master Plan. In this regard, the Working Party was updated on the work done on the infrastructure module in the run-up to the THE PEP High-Level Ministerial Meeting.

51. The secretariat further presented a proposal (as contained in ECE/TRANS/WP.5/2021/7) for a 2022–2024 mandate and the terms of reference for a Group of Experts on the development of a cycling infrastructure module. The Group was proposed in order to systematize and accelerate the work on the infrastructure module.

52. The Working Party considered the proposal for establishing a Group of Experts on cycling infrastructure module and its proposed mandate and terms of reference as contribution to the implementation of the pan European Masterplan for cycling Promotion adopted at the fifth high-level meeting of THE PEP in Vienna in May 2021 in close liaison with THE PEP Partnership on Cycling Promotion/ Active Mobility. The Russian Federation suggested that this Group of Experts should also deal with broader aspects of urban mobility beyond just cycling. WP.5 took note of this proposal but recommended that a more focused approach be taken. It then approved the establishment of a new Group of Experts and adopted the terms of reference with the additions from Austria. The adopted terms of reference are contained in Annex I. WP.5 also requested the secretariat to submit these adopted terms of reference to ITC and subsequently to ExCom for their approval.

53. Given the broad interest expressed by the Working Party in its cluster of work on sustainable urban transport, the secretariat suggested that at its next session, more time be allocated to it in order to enable more extensive discussions on the issue of urban mobility and related topics.

IX. Review and monitoring of emerging issues and sustainable development goals (agenda item 8)

A. Transport trends and challenges in the road, rail, and inland waterway sectors

Documentation: ECE/TRANS/WP.5/2020/10/Rev; Informal document No. 3

54. Under this agenda item, the secretariat held the fourth informal Multidisciplinary Advisory Group Meeting on Transport Responses to the COVID-19 Crisis. At the outset of the session, the Chair informed the Working Party that the ITC at its eighty-third session (February 2021) had considered the main findings and recommendations of document ECE/TRANS/WP.5/2020/10 prepared under WP.5 auspices in the course of two informal Multidisciplinary Advisory group meetings held in 2020 and that it had subsequently decided to prolong the work of the Advisory Group for one more year until February 2022. The ITC had also called upon the secretariat to enhance cooperation between working parties, and between the ITC and other specialized agencies of the United Nations System, including IMO and ICAO contributing to a better coordinated delivery of programme of work and increased interoperability.

55. The Chair informed the Working Party that it is with the above mandate in mind that a third session of the multidisciplinary advisory group was organized in June 2021 with participation of other transport sector representatives. The outputs and recommendations of this third session have been included in working document ECE/TRANS/WP.5/2020/10/Rev.1 which revises the text of the original report submitted to WP.5 in September 2020 and also to the ITC at its eighty-third session in February 2021 as ECE/TRANS/2021/2WP.5. The Chair invited the Working Party to carefully consider this revised document and provide guidance on next steps aimed at enhancing the inland transport sector's resilience to and preparedness for future pandemics and/or international emergency situations.

56. A speaker from the World Health Organization Regional Office for Europe/ Incident Management Support Team, provided an update on the COVID-19 pandemic situation in the Europe region and in other regions of the world (as of 14 September 2021). Information was provided per sub-region on the current epidemic curve, mortality and hospitalisation rates, new cases reported over the last seven days (per 100,000 population), as well as new SARS-CoV-2 variants circulating. An overview was given of epidemiological criteria used to define and assess the level of risk of these new variants based on their (potential) impact on public health (incl. transmissibility, infection-severity, risk of reinfection, diagnostic failure as well as vaccine effectiveness and mode of transmission of the virus variants). The WHO Europe Region representative informed the Working Party that even in the context of recent vaccination rollout in many countries, a comprehensive package of Public Health and Social Measures (PHSM) remain the most important tools to suppress the spread of existing Variants of Concern (VACs).

57. The representative of Poland delivered a presentation on the post-COVID-19 "Polish New Deal 2021", a set of governmental initiatives, aimed at strengthening the resilience of Poland's transport system and supply chain. The transport component of the plan includes many projects on modernisation and upgrading of transport infrastructure including in the rail, road, inland waterway, aviation, and maritime sectors until 2030. It also consists of a number of digitalisation efforts, notably in the railway sector. A representative of the European Commission provided an update on the many regulations and guidelines issued by the EC in the wake of the pandemic and informed on the ongoing preparations for contingency plans that will draw lessons from the COVID-19 pandemic and provide guidance for European freight and passenger transport in case of future contingency situations.

58. The secretariat shared key findings and recommendations from the third Advisory Group session which was held in June 2021 with IMO and ICAO participation. It informed the Working Party that deliberations had focused on the identification of commonalities and lessons learned in the way that the maritime, aviation and inland transport (sub-)sectors

responded the COVID-19 pandemic. Five clusters of recommendations were identified: (a) At international transport regulatory level participants had agreed on the need to continue prioritizing a human centered approach recognizing the key role of transport workers in keeping supply chains up and running; (b) The need to evaluate how COVID-19 induced “temporary” measures (temporary extension of validity of permits and documents or temporary exemptions and facilitations measures) could be turned into emergency protocols to be used in case of future pandemics; (c) At the level of existing international legal instruments assess how infrastructure agreements AGTC, AGR, AGC and AGN could serve as the backbone for the identification of critically important routes and nodes that need to remain operational under any circumstances and how in the framework of the International Convention on the Harmonization of Frontier Controls of Goods for instance, criteria could be defined for land border crossings that need to stay open at any time in order to enable the international transport of essential cargo and supplies; (d) At the level of continued sectoral and inter-sectoral dialogue on pandemic preparedness: consider having pandemic / emergency preparedness as a recurrent agenda item for the forthcoming sessions of ECE mode-specific WPs (SC.1, SC.2, SC.3, WP.24 and WP.30); and (e) Build further on the work done by the informal Advisory Group so far and explore whether the resilience of the inland transport system to future pandemics or extern shocks/ could be enhanced through the development of a concept for contingency planning for rail, road and inland waterway sectors.

59. Speakers from IRU and UNCTAD informed the Working Party about the need to protect transport workers in case of pandemics given their key role in facilitating trade and transport. Reference was made to an ongoing United Nations Development Account (UNDA) project being implemented by a number of United Nations organizations and Regional Commissions building on existing tools and focusing on: (a) Promotion of contactless solutions that reduce physical contact among people in supply chains; (b) Seamless connectivity that eliminates obstacles to cross-border trade and transport; and (c) Collaborative solutions that strengthen regional and sectoral cooperation.

60. WP.5 took note of the recommendations for possible further action put forward in the revised version of the working document on taking stock of the resilience of the inland transport sector to pandemics and international emergency situations – the way ahead (ECE/TRANS/WP.5/2020/10/Rev.1).. In particular, the Working Party requested the secretariat to prepare an official document for the forthcoming ITC session with (i) the recommendations developed so far; (ii) the action plan for their implementation, and (iii) to develop a concept note for further information exchange and possible contingency planning for rail, road and inland waterways. WP.5 also requested the secretariat to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to enable their prioritized access to healthcare systems.

B. Transport trends and economics 2021–2022

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

C. Technical assistance to countries with economies in transition

Documentation: ECE/TRANS/WP.5/2021/8; ECE/TRANS/WP.5/2021/8/Add.1; Informal Documents Nos. 4–8

1. Sustainable Inland Transport Connectivity Indicators

62. Under this agenda item, the secretariat in co-operation with ESCWA and ECLAC hosted an Inter-Regional Sustainable Inland Transport Connectivity Indicators (SITCIN) Workshop aimed at presenting the outcomes and deliverables of an ongoing UN Development Account project entitled “Sustainable transport connectivity and

implementation of transport related SDGs in selected landlocked and transit/bridging countries”.

63. The secretariats of the three partner United Nations Regional Commissions informed the Working Party about a set of 215 Sustainable Inland Transport Connectivity Indicators (SITCIN) which had been developed and tested in five pilot countries (Georgia, Jordan, Kazakhstan, Paraguay and Serbia). The ECE secretariat, in its capacity as lead entity for the project, informed that, as requested by WP.5 at its thirty-third session in September 2020, full information on the SITCIN rationale, purpose, methodology and ranking system as well as definitions of the 215 indicators were contained in Working Documents ECE/TRANS/WP.5/2021/8; ECE/TRANS/WP.5/2021/8/Add.1.

64. The main objective of the indicators is to offer a tool enabling countries to measure their degree of connectivity: both domestically and bilaterally/sub-regionally as well as in terms of soft and hard infrastructure. By using the indicators countries are expected to be able to (self-)assess the extent to which they implement the relevant United Nations legal instruments, agreements and conventions and the degree to which their inland transport systems are inter-operable with the systems within their respective (sub-) regions. In this regard it was emphasised that Governments could also use the SITCIN to assess and report on their progress in implementing the transport related Sustainable Development Goals (i.e. 2030 Agenda) and their commitments under the Vienna Programme of Action for Landlocked Developing Countries (for the decade 2014–2024).

65. The secretariat explained that the indicators are structured within three pillars of sustainability and applied across the four inland transport sectors including, road, rail, inland waterways, and inter-modal transport. The Economic Sustainability pillar contains a set of specific indicators aimed at validating border crossing efficiency, time, and costs as well as quality of (inter-modal) infrastructure and the use of ICT and intelligent transport solutions. Within the pillar on Social Sustainability a set of clusters has been developed aimed at assessing adequacy of road traffic rules enforcement, road traffic infrastructure, vehicle regulations and administrative frameworks surrounding cross border transport of perishable foodstuffs and of dangerous goods. As part of the Environmental Sustainability pillar indicators were designed to evaluate measures aimed at reduction of greenhouse gas emissions, air pollutants and noise emissions. The secretariat also informed that an automated SITCIN user and data collection platform as well as an interactive e-learning course on how to use the indicators were developed. Both tools would be made available towards the end of 2021 in English, French, Russian, Arabic and Spanish.

66. Senior level representatives from the five pilot Governments took the floor and shared their experience in having been a pilot country in the framework of the project. Detailed information was provided on the on-site visits and consultations that took place during the kick-off missions; the conduct of the SITCIN data collection process involving various agencies and ministries; The transport system strengths and weaknesses that have been identified by using the indicators as well as the potential that wider use of the indicators as an assessment tool within a specific region or sub-region would have to evaluate the performance of transport corridors (or specific segments thereof). From the ECLAC secretariat the Working Party learnt that the SITCIN may in the near future also be piloted in other countries in the Latin America region while ESCWA announced that the SITCIN are being used in Lebanon and the State of Palestine. The Russian Federation proposed that an open-ended group be established consisting of representatives of interested Governments and academia, to review the full set of indicators and provide feedback for possible improvement. Following the interventions by national speakers, the secretariat noted that Executive Summaries of the National Connectivity Reports in Georgia, Jordan, and Paraguay informing about key findings of the SITCIN assessment in these three countries have been made available as Informal Documents Nos. 4 and 5.

67. WP.5 noted the completion by the secretariat of a set of Sustainable Inland Transport Connectivity Indicators in the framework of the UNDA project in collaboration with ESCWA and ECLAC. It noted that the set provides a tool for countries to assess their degree of external connectivity in terms of transport, logistics, inter-operability, border crossing and trade processes. WP.5 suggested that after the finalization of the UNDA project the secretariat organizes a capacity building workshop for Governments on how to use the

indicators. WP.5 also requested the secretariat to publish in 2022 the full set of indicators and the experiences of the five pilot countries that have used them as an official United Nations publication in the three ECE working languages.

2. Regional Adviser technical assistance

68. 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. 6). More information was provided on the ITC Capacity Development Action Plan implementation during its second year. WP.5 took note of the information provided. It requested the Regional Adviser to report on developments on technical assistance to countries with economies in transition at the next session.

3. Support for Landlocked Developing Countries

69. Under this agenda item the secretariat informed the Working Party about the adoption of the Roadmap for accelerated implementation of the Vienna Programme of Action (VPoA) for Landlocked Developing Countries (LLDCs) at the LLDC Ministerial Meeting which was held in September 2020. The Roadmap provides a detailed mapping of United Nations action in key areas such as transit, trade and transport facilitation, energy, ICT, structural transformation, regional integration, climate change, COVID-19, gender equality etc. The ECE secretariat supports the implementation of transport related VPoA priorities inter alia through the establishment of the International Transport Infrastructure Observatory (ITIO) which offers a Geographic Information System (GIS) based platform operating as a virtual marketplace for attracting financing for national, regional, and inter-regional transport infrastructure projects as well as through the accelerated deployment of the eTIR International System on specific transport corridors connecting LLDCs and transit developing countries.

70. The Working Party was also briefed about the secretariat's participation together with ECA, ESCAP, UNCTAD, the African Development Bank, and the Asian Development Bank in a UNDA project on Promoting transport infrastructure connectivity in LLDCs for Enhanced Connectivity. In the course of this project two virtual training workshops have been held on "Strengthening capacity in developing bankable transport infrastructure projects" and two will be held on "Strengthening capacity to design and implement policies and identify solutions that promote transport connectivity for the achievement of the SDGs" for LLDCs in both the Africa and Asia regions.

71. WP.5 thanked for the information provided and requested that a similar update be provided at its next session.

D. ECE Transport statistics analysis

72. The Working Party was informed of the latest updates concerning the Working Party on Transport Statistics (WP.6). This included the new interactive transport statistics Infocards web application, efforts to modernize the collection of quarterly tram and metro statistics and helping countries to integrate new big data sources into official statistics production.

73. The WP.6 secretary emphasized that WP.6 stood ready for any requests for statistical cooperation with WP.5.

74. WP.5 thanked for the information provided and requested that a similar update be provided at its next session.

X. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 9)

Documentation: ECE/TRANS/304

75. The Working Party was briefed by the secretariat on decisions that were taken by the ITC at its eighty-third session (February 2021) of relevance to the work of WP.5. WP.5 took note of the request put forward by the ITC at its eighty-third session asking for a progress report on actions that advance the implementation of the ITC Strategy. It requested its Chair and the secretariat to report on activities of WP.5 in support to the implementation of ITC Strategy to ITC through the ITC Bureau.

XI. Other business (agenda item 10)

76. There were no other issues raised under this item.

XII. Date of next session (agenda item 11)

77. The Working Party was informed that its thirty-fifth session was tentatively scheduled to take place in Geneva from 5–7 September 2022.

XIII. Adoption of main decisions (agenda item 12)

78. The secretariat informed the Working Party that in accordance with the special procedures put in place by the Economic Commission for Europe Executive Committee on 20 May 2020 regarding “Arrangements for the UNECE Inland Transport Committee subsidiary bodies to conduct business remotely during the COVID-19 period” recommendations on decisions will be submitted after the conduct of the session in the three ECE working languages in accordance with Rule 44 of the Terms of Reference and the Rules of Procedure of ECE as contained in E/ECE/778/Rev.5 under a silence procedure of at least 72 hours.

79. The Working Party requested the secretariat in cooperation with the Chair to finalise the session report after adoption of the recommendations on decisions.

Annex

Mandate and terms of reference for a Group of Experts on cycling infrastructure module

I. Mandate

The Group of Experts on cycling infrastructure module (Group of Experts) is tasked to advance the elaboration of the infrastructure module in close liaison with THE PEP Partnership on Cycling Promotion/Active Mobility as contribution to the implementation of the Pan European Masterplan for Cycling Promotion adopted at the Fifth High Level Meeting of THE PEP in Vienna May 2021.

This encompasses tasks focused on:

- (a) collection of data on national cycling networks, data analysis and proposal of ECE routes based on national routes forming a ECE cycling network, and
- (b) elaboration of acceptable definitions for various types of cycling infrastructure as well as new road signs which in addition to existing signs of the 1968 Convention of road signs and signals should be used for signposting the routes.

The mandate is proposed for the period 2022–2024.

II. Terms of Reference

A. Tasks

In line with the adopted master plan for cycling promotion, the Group of Experts will:

- (a) Serve as a platform to collect, integrate, and analyse data on national cycling networks from ECE member states,
- (b) Propose international cycling routes which will form the ECE cycling network; the routes will be proposed based on the national networks data and analysis done, and taking into consideration the Eurovelo network,
- (c) Work with the draft definitions elaborated so far and made available in ECE/TRANS/WP.5/2021/6 and improve them further as appropriate,
- (d) Discuss road signs introduced recently in some of the ECE countries to facilitate cycling and propose road signs that should be considered for inclusion in the 1968 Convention on Road Signs and Signals, and
- (e) Prepare a final report on its achievements.

B. Methods of work

The Group of Experts will be 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).

The Group of Experts is expected to meet at least once every four to five months. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.

The Chair of the Group of Experts should report on the ongoing work at the annual session of WP.5, while the final report should be submitted to the session scheduled for September 2024. The work undertaken on definitions of various cycling infrastructure types and road signs should be further reported to the Global Forum for Road Traffic Safety (WP.1).

The Group of Experts will undertake its tasks in good cooperation with the THE PEP Partnership on Cycling Promotion/Active Mobility as it contributes to the Pan-European Masterplan on Cycling Promotion. The Chair of the Group of Experts will participate in and report on proceedings to the meetings of THE PEP Partnership on Cycling Promotion/Active Mobility and if requested will also report on proceedings to THE PEP Steering Committee, while vice versa a representative of THE PEP Partnership on Cycling Promotion/Active Mobility will participate in the Group of Experts.

The meetings should be held in ECE official languages.

Participation in the Group of Experts is open to all ECE member countries and experts. Interested intergovernmental and non-governmental organisations are invited to participate and provide expert advice in compliance with United Nations rules and practices. ECE/TRANS/WP.5/2021/7 5 23.

The Group of Experts should ensure inclusiveness and so active participation of experts in the group from all ECE member states, and in particular from the countries of Eastern Europe, Caucasus and Central Asia.

C. Secretariat

ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with ECE/WHO Europe THE PEP secretariat.
