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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Transport Trends and Economics

##### Thirty-sixth session

Geneva, 4–6 September 2023

Item 10 of the provisional agenda

##### **Working party evaluation report for the period 2020–2023 and up-dated biennial and long-term programme of work**

## **Working party evaluation report for the period 2020–2023 and up-dated biennial and long-term programme of work**

### Note by the Chair

#### I. Introduction

1. As per the adopted biennial and long-term programme of work of the Working Party, at its thirty-second annual session in September 2019, the WP.5 Chair with the support of the secretariat has prepared an evaluation report covering the period 2020–2023 as well as a new biennial 2024–2025 and up-dated long-term programme of work, considering both the current and new activities being undertaken in the framework of WP.5. The present document also serves as a contribution to the ongoing fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees initiated by the Inland Transport Committee at its eighty-fifth annual session, as per the 2005 reform of ECE (ECE/EX/1).

2. The Working Party is invited to consider, share feedback on, and endorse the present document.

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

3. The main objectives of WP.5 in accordance with its current Terms of Reference (ToR) are to provide an inter-regional forum for ECE and non-ECE member States as well as relevant private sector stakeholders and academia to:

(a) Discuss and enhance the understanding of the main inland transport trends and developments in the ECE region in the context of ongoing integration processes within the ECE region, and/or reform processes under way in member States; and

(b) Analyse the trends and developments, identify ways and promote, through a strengthened international cooperation and sharing or elaboration of best practice, a transition to more sustainable inland transport systems in ECE member States and other interested countries.



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

4. In view of its past activities, and considering the ITC Strategy until 2030, WP.5 at its thirty-second annual session, in September 2019, agreed on six thematic clusters for its long-term 2020–2030 programme of work (ECE/TRANS/WP.5/66, Annex II):

(a) Development of transport networks and/or links

Under this cluster, WP.5 agreed that the work on Euro-Asian Transport Links and other links and corridors, including monitoring of network developments was to be continued. It stated that WP.5 should continue to serve as a platform to foster and monitor operationalization activities. In this regard it specified that under the term “operationalization” the following topics were to be covered: harmonization and simplification of border-crossing formalities; infrastructure connections and interoperability standards; efficient corridor management; and application of new technologies and digitalization. Providing guidance on alignment of national standards and rules with international regulations (those provided in the United Nations transport legal instruments) was also agreed to be part of this first thematic cluster.

(b) Transport and climate change

Under this cluster WP.5 agreed that the analytical work and research on impacts of climate change on transport assets and operations and identification of most suitable adaptation measures was to be continued.

(c) Sustainable urban mobility

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

(d) Transport infrastructure data

Under this cluster, WP.5 agreed to establish and maintain the International Transport Infrastructure Observatory (ITIO) available on a Geographical Information System (GIS) platform. The work of the Group of Experts on benchmarking transport infrastructure construction costs was also to fall under this cluster.

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

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

(f) Inland transport security

Under this cluster WP.5 agreed to provide through holding thematic discussions a platform for mainstreaming and further enhancing solutions for addressing inland transport security issues.

### **IV. Evaluation report for the period 2020–2023**

5. Building on the previously agreed six thematic clusters of work, the below table, in column 1, provides an overview of activities that were planned for the biennial 2020–2021 programme of work, while column 2 lists the achievements over time. Given that the implementation of activities continued beyond the initial 2020–2021 period inter alia due to restrictions imposed by the COVID-19 pandemic, the table lists accomplishments by the Working Party for the period 2020–2023.

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

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 manages the operationalisation of transport links/corridors to build up on EATL, Phase I, II and III projects and their findings and recommendations.</li> <li>• WP.5 conducts a review of existing approaches and methodologies for measuring economic value of international transport corridors.</li> </ul>	<ul style="list-style-type: none"> <li>• November 2020: in follow-up to the WP.5 thirty-third annual session, a virtual round of consultations on the operationalization of Euro-Asian transport corridors was organized (gathering 155 participants from public/private sectors and academia, representing 32 EATL and non-EATL countries. Governments of Azerbaijan, Georgia, Türkiye, Ukraine and Kazakhstan expressed their readiness to contribute to the development of an ECE hosted corridor management mechanism on sections of EATL rail route 3.</li> <li>• September 2022: Round table was held to take stock of the operational rail freight capacity of the Trans-Caspian and Almaty-Istanbul corridors (in conjunction with WP.5).</li> <li>• Upon request of the governments, an ECE-ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors was established in the format of a Group of Friends of the WP.5 Chair (sessions were held in December 2022 in Geneva; and June and July 2023 in Istanbul and Baku); Terms of Reference for the Coordination Committee and a 2023–2025 programme of work have been endorsed.</li> <li>• Reviews were carried out, inter alia in the framework of the Coordination Committee. In conjunction with the WP.5 thirty-sixth annual session an inter-regional workshop on multimodal transport corridor management was prepared with the participation of OSJD, OTIF, United Nations Regional Commissions ECA, ESCWA, ESCAP, ECLAC and other partners.</li> </ul>

## B. Transport and climate change

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 initiates the process to establish its group of experts on assessment of climate change impacts and adaptation for inland transport.</li> <li>• The group of experts improves databases with climate data and transport assets and operations.</li> <li>• The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations.</li> <li>• The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets and facilitates one such project in countries willing to improve in this area.</li> </ul>	<ul style="list-style-type: none"> <li>• The group of experts was established in 2020. It held six meetings so far.</li> <li>• The climate indices are made available in ITIO where they are overlain with transport network data. The group continues working on further improving this data and their visualization.</li> <li>• The group of experts has agreed on additional indices to be analysed on high temperatures, heavy precipitation and wind gust speed indexes.</li> <li>• The group of experts has reviewed numerous national projects related to improving adaptation of transport to climate change. In this regard it started work on business case for adaptation, where it collects data on losses linked to weather driven incidents at transport infrastructure. It also works on the development of</li> </ul>

*Activities planned**Accomplishments*

guidance for adaptation pathways and another guidance for transport criticality assessments. The group of experts has also developed a framework for stress testing transport assets to climate change hazard and has organized three workshops since 2020, as follows:

- A workshop on Consideration of physical climate change risks in transport planning and operational processes (Geneva/ online, 26 March 2021);
- A workshop for countries of Eastern Europe, Caucasus and Central Asia to raise awareness about the needs to adapt transport to climate change (Moscow, 15–16 November 2021); and
- A workshop for Mediterranean countries on raising awareness on adaptation of transport infrastructure to climate change and on setting up an effective intervention programme (Marseille/ France, 15–16 May 2023).

The Group of Experts was exploring country/transport asset projects on stress testing infrastructure.

### C. Sustainable urban mobility

*Activities planned**Accomplishments*

- WP.5 develops a model to assess urban mobility challenges.
- WP.5 develops a handbook to launching or strengthening MaaS at city level.
- WP.5 contributes to master plan for cycling through infrastructure module.

- ECE Handbook on Sustainable Urban Mobility and Spatial Planning was published in September 2020, proposing a model to assess urban mobility challenges based on “avoid” “shift” and “improve” principles.
- ECE Mobility as a Service handbook (transport trends and economics 2018–2019) was published in February 2020.
- Thematic workshops were held in conjunction with WP.5 annual sessions, as follows:
  - Workshop on Economic analysis of the transformation of urban transport systems (9 September 2020).
  - Workshop on green urban transport (17 September 2021).
  - Interregional workshop on electrification of mobility – Challenges and opportunities for transport, energy and spatial planning (5 September 2022).
  - A Group of Experts (GoE) on Cycling Infrastructure Module (WP.5/GE.5) has been established in June 2022. It serves as a platform to collect data on national cycling infrastructure, to analyse the data and to propose routes in the ECE region based on existing national cycling

*Activities planned**Accomplishments*

routes, to form an ECE cycling network. The GoE is in the process of elaborating common definitions for various types of cycling infrastructure as well as new road signs for signposting the cycling routes. Through this work the GoE has been implementing the infrastructure module of the master plan.

## D. Transport infrastructure data

*Activities planned**Accomplishments*

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| <ul style="list-style-type: none"> <li>• WP.5 develops the international transport infrastructure observatory</li> <li>• The group of experts on benchmarking transport infrastructure construction costs identifies models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs.</li> <li>• The group of experts establishes terminologies used for costing inland transport infrastructure.</li> <li>• The group of experts collects data for benchmarking transport infrastructure construction costs.</li> </ul> | <ul style="list-style-type: none"> <li>• International Transport Infrastructure Observatory (ITIO-GIS.org) was inaugurated at the ITC in February 2022. Test phase by a growing number of member States started in 2022.</li> <li>• The group of experts on benchmarking of transport infrastructure construction costs has completed its mandate and its final report (including a glossary with terminologies) which has been endorsed at the WP.5 annual session in September 2022 to be published as a United Nations publication in the course of 2023.</li> <li>• Data collected and their detailed analysis on inland transport infrastructure construction costs is an integral part of the final report. The group of experts has prepared proposals how this data could be uploaded onto the ITIO and visualized in Geographic Information System (GIS) format.</li> </ul> |
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## E. Review and monitoring of emerging issues and sustainable development goals

*Activities planned**Accomplishments*

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| <ul style="list-style-type: none"> <li>• WP.5 monitors trends in achieving transport-related sustainable development goals.</li> <li>• WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN).</li> <li>• WP.5 identifies emerging inland transport issues and analyses them.</li> </ul> | <ul style="list-style-type: none"> <li>• In the wake of the COVID-19 pandemic, as requested by ITC, an informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 has been established under WP.5 auspices. The group gathered transport, customs and health officials from a large variety of member States (ECE region and beyond) and convened on four occasions (June/ September 2020 and June/ September 2021). The Advisory Group formulated a detailed set of recommendations to increase the resilience of the inland transport sector to pandemics and international emergency situations. Based on its guidance a concept for international contingency management for the inland transport sector has been developed (covering road, rail and inland waterways transport).</li> <li>• A set of 215 of Sustainable Inland Transport Connectivity Indicators (SITCIN) has been developed in the framework of a UNDA funded project. The indicators offer a tool to Governments to measure and</li> </ul> |
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*Activities planned**Accomplishments*

qualify their degree of transport connectivity, both domestically as well as bilaterally/ subregionally. A SITCIN.org self-assessment user platform and eLearning course are available, and a growing number of member States have expressed interest to use the indicators to understand their inland transport sector performance.

- WP.5 has continuously worked on emerging inland transport issues: in addition to its work on transport resilience, two analytical outputs were prepared for consideration at its 2022 annual session and subsequently submitted to ITC: a study report on “Accelerating the inland transport sector’s climate change mitigation measures – lessons learned from the aviation and maritime sectors” and a study report on “Taking stock of new trends towards electric vehicle charging infrastructure”.

## F. Inland transport security

*Activities planned**Accomplishments*

- WP.5 serves as a platform for the exchange of information on threats and risk in inland transport and holds meetings as necessary.

- Three designated workshops/ roundtables have been held in conjunction with WP.5 annual sessions, as follows:

- A Roundtable on Intelligent Transport Systems and cyber security (9 September 2020)
- A Workshop on security aspects of dangerous goods transportation (17 September 2021)

A Roundtable on the protection of transport infrastructure at the stages of design, construction and operation (7 September 2022).

A Workshop on cyber security threats to electrical vehicle charging stations (September 2023).

## V. Biennial 2024–2025 programme of work and evaluation framework

6. The below 2024–2025 biennial programme of work for the Working Party sets forth activities for implementation within the coming biennium. Activities build further on achievements of the previous biennial programmes of work (2020–2023) and are defined within the six thematic clusters of the long-term programme of work (2020–2030). The activities are listed together with expected accomplishments which are defined to help WP.5 evaluate its achievements.

7. Given that the six thematic clusters remain highly relevant they could remain unchanged for the coming biennium. As such, while the specific activities and expected accomplishments foreseen within each thematic cluster may slightly differ from those of the previous biennium, there is no need to amend the long-term programme of work.

8. WP.5 is invited to share its views and reach agreement on the activities and expected accomplishments as provided in the table below.

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

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 supports the efforts being undertaken in the framework of the ECE/ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors as per its endorsed Terms of Reference and 2023–2025 programme of work.</li> <li>• WP.5 continues to oversee and support operationalisation of transport links/corridors in the ECE region and in adjacent regions.</li> </ul>	<ul style="list-style-type: none"> <li>• A technical study specifying all the technical infrastructure parameters on the corridor(s) under purview of the Coordination Committee is considered for feedback.</li> <li>• A detailed mapping exercise identifying missing links or segments of the network in need of modernization, renewal or upgrading is considered for feedback.</li> <li>• A review of uni- and multi-modal transport documents in use on the corridor(s) is completed and recommendations on digitalization solutions and electronic standards are considered for feedback.</li> <li>• A review on border crossing facilitation measures in place on the corridor(s) is considered.</li> <li>• A proposal for a more unified/ better coordinated time schedule and tariffication system on both corridors is considered.</li> </ul>

## B. Transport and climate change

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• The group of experts improves databases with climate data and transport assets and operations.</li> <li>• The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations.</li> <li>• The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets, elaborated relevant guidance and facilitates projects in countries willing to improve in this area.</li> <li>• The group of experts prepares its final report on the implementation of its mandate.</li> <li>• Analytical work in support of the development of the ITC Climate Change Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• The database in ITIO is improved.</li> <li>• New climate indices are analysed and recommendations are formulated.</li> <li>• Information and data from national projects are collected and relevant guidance material is elaborated.</li> <li>• Project is started in at least one country willing to improve in infrastructure climate change adaptation analysis.</li> <li>• Final report is prepared and submitted to WP.5.</li> <li>• WP.5 inputs to the development and implementation of the ITC Climate Change Strategy prepared.</li> </ul>

## C. Sustainable urban mobility

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 through its designated group of experts on cycling infrastructure module contributes to the designation of an ECE cycling network to be devised based on national networks, provides guidance materials for member States in developing their national cycling infrastructure and elaborates</li> </ul>	<ul style="list-style-type: none"> <li>• ECE cycling network is developed and agreed upon.</li> <li>• A guide for member States on how to designate a national cycling network is produced.</li> <li>• A set of definitions is finalized and agreed upon.</li> </ul>

<i>Activities planned</i>	<i>Expected accomplishments</i>
<p>definitions for different types of cycling infrastructure as well as horizontal and vertical road signs.</p> <ul style="list-style-type: none"> <li>• WP.5 continues to serve as a platform for the exchange of information on latest trends and developments in urban mobility, holds targeted workshops and generates recommendations on possible next steps, as requested.</li> <li>• The group of experts prepares its final report on the implementation of its mandate.</li> </ul>	<ul style="list-style-type: none"> <li>• At least one regional or inter-regional workshop is held/ recommendations for follow-up are adopted.</li> <li>• Final report is prepared and submitted to WP.5.</li> </ul>

## **D. Transport infrastructure data**

<i>Activities</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 maintains the ITIO which has been established on a GIS platform, continues to deepen its technical functionalities and applications, explores possibilities to broaden its geographical scope and raises awareness among member States, Multilateral Development Banks (MDBs) and Regional Cooperation Organizations (RCOs) about the value it adds.</li> <li>• WP.5 follows up on the guidance provided by the former group of experts on visualization of benchmarking data onto the platform.</li> </ul>	<ul style="list-style-type: none"> <li>• ITIO reaches a level of maturity whereby users, member States, MDBs and RCOs increasingly start to upload and deploy new data and information.</li> <li>• Number of active ITIO users and geographic outreach increases.</li> <li>• At least one existing ITIO application is deepened/ expanded and one new ITIO functionality is developed.</li> </ul>

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

<i>Activities</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 monitors trends in achieving transport-related sustainable development goals.</li> <li>• WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN).</li> <li>• WP.5 identifies emerging inland transport issues and analyses them.</li> </ul>	<ul style="list-style-type: none"> <li>• Trends are continuously monitored.</li> <li>• Number of countries using the SITCIN.org platform increases, additional language versions are deployed, and further applications are developed meeting the needs expressed by users.</li> <li>• At least one additional issue is identified, and its analysis has started.</li> </ul>

## **F. Inland transport security**

<i>Activities</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 continues to serve as a platform for the exchange of information on threats and risk in inland transport, including in the field of cyber security and AI, and holds targeted meetings as necessary.</li> </ul>	<ul style="list-style-type: none"> <li>• Effective exchange of information is ensured, among other things through the holding of designated workshops and awareness raising events.</li> </ul>