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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics

**REPORT OF THE WORKING PARTY ON TRANSPORT TRENDS AND  
ECONOMICS  
ON ITS FOURTEENTH SESSION  
(17-19 September 2001)**

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## **REPORT**

### **ATTENDANCE**

1. The Working Party on Transport Trends and Economics held its fourteenth session from 17 to 19 September 2001. Mr. V. Arsenov (Russian Federation) and Mr. W. Zarnoch (Poland) were Chairman and Vice-Chairman, respectively, of the session. Representatives of the following ECE member States participated: Belarus; Czech Republic; Germany; Greece; Hungary; Kazakhstan; Latvia; Poland; Portugal; Russian Federation; Spain, Switzerland and Turkey. The representative of the Islamic Republic of Iran participated under article 11 of the terms of reference of the United Nations Economic Commission for Europe. The International Road Union (IRU) was represented. The Commission of the European Communities (CEC) was also represented.

### **ADOPTION OF THE AGENDA**

2. The provisional agenda (TRANS/WP.5/29) was adopted.

### **ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY**

(a) Economic Commission for Europe

Documentation: E/2001/37-E/ECE/1387.

3. The Working Party was informed about the results of the fifty-sixth session of the Economic Commission for Europe (Geneva, 8-11 May 2001), regarding intersectoral cooperation within ECE, particularly between environment, energy and transport, strategic decisions, the Millennium Declaration as well as operational activities.

(b) Inland Transport Committee and its subsidiary bodies

Documentation: ECE/TRANS/136.

4. The Working Party was briefed about the results of the sixty-third session of the Inland Transport Committee and its discussions to the extent that they were related to the area of work of interest to the Working Party (ECE/TRANS/136, paras. 16 and 22-31).

### **FOLLOW-UP TO THE REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT**

Documentation: JMTE/2001/5.

5. The Working Party noted the progress made in the implementation of the Vienna Declaration (ECE/RCTE/CONF./2/FINAL) and the Programme of Joint Action (ECE/RCTE/CONF./3/FINAL), the decisions taken at the High-Level Meeting on Transport, Environment and Health (4 May 2001) and the fourth Joint Meeting of the Bureaux of the Inland Transport Committee and the Environment Committee (6 June 2001) (JMTE/2001/5).

6. Bearing in mind that the Vienna and London processes have been merged so that environmental aspects of developments in the transport sector are being considered together with health aspects, the Working Party noted that there is a continued need to examine the relationship between transport and economic growth bearing also in mind the environmental implications. The Working Party agreed that it should consider at its future sessions the ways of reconciling economic growth and development of transport while at the same time protecting the environment.
7. The Working Party was informed that the current line of thinking on the subject involves the exploration of possibilities to decouple economic growth and transport development in the same way the energy growth was decoupled from economic growth in the 1970s, by using transport modes in a more optimized way, e.g. using less pollutant and more energy efficient transport modes. Furthermore, it was noted that the EC White Paper on European Transport Policy for 2010, just published, should also be taken into consideration when discussing the relationship between transport and economic development.
8. Recalling its earlier discussion on this issue (TRANS/WP.5/24, para 52), the Working Party agreed to consider the question of the relationship between transport and economic development at its next session in more depth and asked member Governments to submit to the secretariat their experiences, summaries of research projects and other relevant information on strategies which focus on the relationship between transport and economic development with a view to supporting sustainable transport development.
9. Furthermore, the Working Party also agreed to take into account at its next session the EC White Paper: "European transport policy for 2010: time to decide" when discussing questions of transport development.

## **IMPLEMENTATION OF PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS**

Documentation: TRANS/WP.5/2001/1.

10. The representative of the EC informed the Working Party that, regretfully, his institution had not been able to prepare in advance the document containing the report on the Status of the Pan-European Transport Corridors and Areas to be circulated in TRANS/WP.5/2001/1. He then reported in detail on a number of developments in respect of Pan-European Transport Corridors (PETC), mentioning that the system of corridors now had been completed and that the last Memorandum of Understanding concerning the corridor No. 7 (Danube corridor) had recently been signed. He further noted that the Steering Committees for all corridors had been put in place and that the last outstanding Memorandum of Understanding was the one concerning corridor No. 8. He also noted that the work had advanced quite satisfactorily on a number of corridors, but that progress was somewhat slower on corridors No. 3 and No. 5 while practically dormant on corridor No.8. Referring to developments in Pan-European Transport Areas (PETRAs), the representative of the EC noted that extensive activities had been recorded in almost all PETRAs. In this connection, he highlighted particularly the Black Sea and Barents Sea areas as well as activities within the EURO-MED Forum which considers infrastructure development around the Mediterranean basin.

11. The representatives of the Czech Republic, Greece, Latvia, Poland and the Russian Federation informed the Working Party in detail on completed, ongoing and planned projects in their respective countries, in various Pan-European Transport Corridors.

12. The Working Party asked the European Commission to submit for its next session a report on the progress made in the implementation of the Pan-European Transport Corridors and Areas which is currently under preparation.

13. The Working Party was informed about the proposal made by the secretariat to the EC for setting up a technical secretariat aiming at monitoring of the technical and legislative aspects of the development of the PETCs and PETRAS (PETCs and PETRAS Secretariat). In order to ensure a continuation of the monitoring of new developments in the Pan-European Transport Corridors and Areas, the Working Party agreed that concrete steps from all parties concerned were necessary to ensure the continuous monitoring of the development of the Pan-European Corridors and Areas in the future. The representative of the EC, regretfully, noted that the European Commission would not be able to financially support operations of such a secretariat, but would cooperate with the ECE secretariat in such work.

## **EVALUATION OF INLAND TRANSPORT INFRASTRUCTURE PROJECTS**

(a) Transport Infrastructure Needs Assessment Project (TINA)

Documentation: TRANS/WP.5/2001/2.

14. The Working Party was informed that the European Commission had completed its TINA exercise at the end of 1999 and that all accession countries had integrated the results of the final report and the relevant decisions in their national legislation on transport infrastructure network planning. It was further noted that, once the accession process was completed, the corridor concept for accession countries would no more be valid and the monitoring of developments along corridors in such countries would not be necessary any more. The next DG TREN Transport and Energy Conference will examine Trans-European networks in more detail and, possibly, consider likewise introducing a new level of networks of the "highest priority importance", which then might be incorporated into amended legislation on Trans-European networks in 2004.

15. The Working Party noted that the concept of Trans-European networks extends beyond the borders of EU member countries and accession countries. The Working Party therefore agreed to continue discussing future developments of Trans-European networks at its next session.

(b) Methodologies for project appraisal in the Commonwealth of Independent States

Documentation: TRANS/WP.5/2001/3.

16. The Working Party appreciated very much the updated version of the report and the presentation made by the delegate from the Russian Federation. Further to the information contained in an earlier version of the report (which was submitted to the thirteenth session of the Working Party in document TRANS/WP.5/2000/6) the new version takes into account, as requested by the Working Party (TRANS/WP.5/28, paras. 21-24), additional information on

strategic environmental assessment, cost-benefit analysis and traffic forecasts made available by the European Commission.

17. Regarding the EC Manual on Strategic Environmental Assessment of Transport Infrastructure Plans, the report noted that the Manual was to a certain extent suitable for use in the Russian Federation both in respect of concepts and methodologies as well as the use of general indicators of the environmental impact of transport infrastructure.

18. Comparing the list of questions contained in the TINA questionnaire with the practice in the Russian Federation, which is similar to the practice in other CIS countries, the report assessed the applicability of TINA's recommendations concerning socio-economic cost benefit analysis in the context of project appraisals for CIS countries and noted that the general structure of TINA's project appraisal process, principles and procedure was appropriate for use in CIS countries as well.

19. The differences between the TINA recommendations and the practice in the CIS countries are mostly found in approaches to the definition of the individual components of projects' effects (benefits) and in terminology. The report suggested that in the cost-benefit analysis, account should also be taken of "non-transport effects" (benefits from the project implementation in the sectors served by transport) and in the wider social sphere, together with the savings in the costs of passenger and goods traffic.

20. The report further pointed to a number of recommendations concerning the calculation procedure and numerical values for some parameters which would require further discussion and adjustment, such as the uncertainty factor, determination of the benefits from reduction of travelling time of passengers and freight, etc.

21. The Working Party took note of the recommendations in the report and asked the secretariat to further explore methods for project appraisal used by other institutions (the EC, the World Bank, European Investment Bank, EBRD, etc). It also asked the secretariat to explore the possibility of convening an informal meeting of interested institutions and several interested member countries in order to try to develop a harmonized European-wide methodology for transport infrastructure investment project appraisal.

(c) Phased-approach to transport infrastructure developments

Documentation: TRANS/WP.5/2001/4.

22. The Working Party was informed about the results of the TEM and TER Project Central Offices' (PCO) analysis aimed at identifying (i) acceptable intermediate standards for a phased approach to transport infrastructure development and (ii) those sections in their networks where such standards could be applied (TRANS/WP.5/28, paras 25-26).

23. The TEM PCO found out that, in most of the cases analysed, the only feasible phased approach was to construct one carriageway only (with at least overpasses ready for both carriageways). In the first years of operation of a motorway, in case of relatively low traffic, the impact on traffic safety of this solution was not very noticeable while, at the same time, the construction of the second carriageway in the future would be relatively easy and related traffic disturbances limited.

24. The main criteria for the selection of TEM motorway network sections where a phased construction could be applied are the present and/or future traffic volumes and existing road capacity limits. Other criteria specify that the construction of a fully-fledged motorway might be considered necessary when and where the respective traffic flow exceeded 20,000 PCU/24 hrs. Furthermore, the initial construction stage should guarantee the pre-established level of service for the traffic forecast in the first 10 years of motorway operations. Taking these indicators and values into account and assuming the average road traffic volume increase by 5% annually, the report concluded that the stage construction could generally be considered with regard to all TEM corridor (road) sections having an annual average daily traffic in 2000 of less than about 12,000 PCU/day.

25. The Working Party also took note that the TEM Steering Committee, at its June 2001 session, had agreed to envisage the holding of a workshop in 2002 on a phased strategy to the TEM transport infrastructure development.

26. The TER Project Central Office also prepared information on developments of intermediate parameters agreed upon in the context of the TER project concerning, in particular, technical standards (vehicle loading gauge, minimum distance between track centres, nominal minimum speed, authorized mass per axle, etc.) and operational parameters for the TER network (for passenger transport, for freight transport and for passenger and freight transport).

27. Following the presentation of document TRANS/WP.5/2001/4, the Working Party noted that, while technical aspects of intermediate standards were noted in detail, cost aspects were not discussed in both reports. Noting that an appropriate economic assessment of these standards would enhance the completeness of the report, the Working Party asked the TEM and TER PCOs to complete their analysis for the next session by including in it the economic aspects of the application of intermediate standards. The Working Party also suggested that both PCOs put on the agenda of their planned workshops the economic aspects of the phased approach benefiting from various countries' experiences.

28. Furthermore, it asked the TEM and TER PCOs to identify, together with their respective member Governments, those sections in their networks where intermediate standards could be applied.

## **EURO-ASIAN TRANSPORT LINKS**

### **(a) Common ECE/ESCAP strategic vision for Euro-Asian transport links**

Documentation: TRANS/WP.5/2001/5.

29. A member of the secretariat outlined the elements of the common ECE/ESCAP strategic vision for Euro-Asian transport links and referred, in this connection, to both short- and long-term objectives and their complementarity, specific Euro-Asian Transport Links (EATL) bearing in mind their connections with the Pan-European Transport Corridors (PETC) and the main tasks for ensuring a sound step-by-step approach for the development of corridors. The document further proposed initial stage activities comprising identification of railway and road routes in each corridor, and supplementary activities encompassing

organizational and supporting measures aimed at facilitating the achievement of the objectives.

30. Furthermore, the strategy specified additional information and data needs, existing gaps (and the need for political and technical support) and proposed an implementation mechanism together with the necessary elements for a resource mobilization strategy and a short-term Work Programme.

31. The Working Party considered the Common ECE/ESCAP Strategic vision on Euro-Asian transport links as reproduced in document (TRANS/WP.5/2001/5). It agreed to replace the list of Euro-Asian land transport corridors indicated in part 3 of the document by the 4 corridors as contained in part B of the Declaration adopted by the Second International Euro-Asian Conference on Transport (St. Petersburg, 12-13 September 2000). With this amendment, the Working Party adopted the Common ECE/ESCAP Strategic vision on Euro-Asian transport links, which will be reproduced in document TRANS/WP.5/2001/14.

32. The Working Party was informed that the secretariat, in accordance with the Working Party's request, had circulated a questionnaire together with the paper on strategic vision (TRANS/WP.5/28, para. 30) among countries involved in the Euro-Asian transport link concerning the following route:

South-eastern Europe (Pan-European Transport Corridor No.4) – Turkey – Islamic Republic of Iran – South Asia – South-east Asia/Southern China

On this route consideration focuses, for the time being, on the following itinerary: Istanbul-Ankara-Kapiköy-Razi-Teheran-Sarakhs-Tedzhen-Tashkent-Almaty.

33. The Working Party noted that the countries concerned by the above route (Islamic Republic of Iran, Kazakhstan, Turkey, Turkmenistan, Uzbekistan) had been asked to provide information by 15 September 2001 in reply to the questionnaire which had been determined by the Working Party. The Working Party asked those countries which had not yet replied to the questionnaire to do so as soon as possible so that the secretariat could prepare a summary of the replies obtained for its next session. It also requested the secretariat to envisage convening of an informal meeting to discuss the content of replies, analyse the infrastructure and regulatory shortcomings of Euro-Asian links and determine any further substantive and organisational steps regarding activities for the development of such links.

(b) Organization of demonstration trains

Documentation: TRANS/WP.5/2001/6.

34. The Working Party recalled that, within the joint ECE/ESCAP programme of work, preparations were under way to organize demonstration runs of block trains in order to demonstrate railways' ability to compete with sea routes.

35. In this connection, the Working Party recalled the role of the Russian Federation in connection with the organization of demonstration trains on Europe-Asian Transport Links.

36. The representative of the Russian Federation informed the Working Party about her country's participation in preparations for the organization of demonstration trains at the



forthcoming meeting on Development of Asia-Europe rail container transport through block-trains (Northern Corridor of Trans-Asian Railway (Phase III)), which will be held at ESCAP in Bangkok from 26-28 September 2001. During that meeting, the details will be worked out concerning technical and technological parameters for containers, requirements for cross-border points, practical solutions concerning the type of cargo to be transported, types of wagons to be used and other specificities regarding the organization of the demonstration trains.

37. Furthermore, the Working Party took note of activities carried out by Turkey as the responsible lead country for the organization of demonstration trains on the route:

South-eastern Europe (PETrC No.4) – Turkey – Islamic Republic of Iran – South Asia – South-east Asia/Southern China (between Istanbul and Almaty).

38. On the basis of a report by the Turkish State Railways (TCDD), the representative of Turkey informed the Working Party that, so far, within the framework of the ECO Working Group, Turkey had addressed a great number of questions such as organizational, technical, legal and financial problems; the preparation of a “preliminary traffic schedule”, the identification of bottlenecks and possible problems on the route; possibilities of attracting cargo to rail on the envisaged route and rules and requirements for operators; the establishment of a common and flexible rail tariff policy; the schedule for the demonstration train; aspects related to ferry transportation, as well as the rate of the through tariff for the route. The Working Party noted that the first demonstration container train between Almaty-1 station (KZ) to Haydarpasa station (TCDD) would be launched on 19 December 2001.

39. The Working Party commended the effort of Turkey and the Russian Federation and other involved States to prepare and organize demonstration trains along the scheduled route. It further asked the representatives of Turkey and the Russian Federation to inform the Working Party about the results of the demonstration runs of block trains at its next session. The Working Party emphasized that sharing these experiences was very important in order to demonstrate the competitiveness of railways in comparison to other modes on transport relations between Europe and Asia.

## **TRANSPORT IN THE MEDITERRANEAN REGION**

(a) Mediterranean Transport Study Centres and Transport Training Centre

Documentation: TRANS/WP.5/2001/7 and Add. 1.

40. The Director of the Transport Study Centre for the Western Mediterranean (CETMO) reported on activities carried out by the Centre since the last session of the Working Party (TRANS/WP.5/2001/7). He highlighted the Centre’s participation in a number of international gatherings and further updating and improvement of the CETMO database as well as the proceedings of the Seminar on facilitation of international transport of goods between Western Mediterranean countries and the report on 15 years of CETMO’s activities which were made available to participants.

41. The Director of the Transport Study Centre for the Eastern Mediterranean (TRANSCEM) informed the Working Party about the main activities of the Centre during the

last year (TRANS/WP.5/2001/7/Add.1) including active involvement in several international meetings as outlined in the above documentation.

42. The Working Party noted with appreciation the work done by both Centres and suggested that closer cooperation among three UN Regional Commissions (ECE, ESCWA and ECA), in areas of particular interest to Mediterranean countries, could further contribute to developments of transport in all countries concerned. It was further noted that such cooperation should not duplicate work and overlap with activities carried out elsewhere, for example within the EUROMED forum, but should be complementary to them.

43 The Working Party asked the Directors of CETMO and TRANSCEM to report on the results of their work at the forthcoming session.

(b) Seminar on Transport Facilitation in the Mediterranean Region organized by CETMO

Documentation: TRANS/WP.5/2001/8 and the Report of the Seminar by CETMO.

44. The Director of CETMO informed the Working Party in great detail about the conclusions of the Seminar. The findings of the Seminar on facilitation of international transport of goods between the Western Mediterranean countries (Barcelona, 3-4 May 2001), which was organized by CETMO in co-operation with the Transport Division of the UNECE, will be circulated in TRANS/WP.5/2001/8. The Seminar dealt with a number of topics such as the problems associated with the level of costs, maintenance, congestion, but also those related to education and training, harmonization and simplification of procedures. A copy of the proceedings of the Seminar was made available to participants in the session.

(c) Transport developments in the Mediterranean Region

45. The Working Party noted recent initiatives undertaken in the region by the secretariat, in particular, those undertaken in co-operation with the Economic and Social Commission for Asia and the Pacific (ESCAP) as well as planned cooperative activities with the Economic and Social Commission for Western Asia (ESCWA) and the Economic Commission for Africa (ECA). Furthermore, it noted the possibility of funds becoming available for UNECE in conjunction with other Regional Commissions (ESCWA, ECA and ESCAP) for priority activities in the context of the interregional project funded by UNDAF (United Nations Development Accounting Fund).

46. The representative of the EC reported on developments undertaken in the framework of the Euro-Mediterranean Transport Forum focusing on transport facilitation and infrastructure in the Mediterranean region.

(d) Europe-Africa permanent link through the Strait of Gibraltar

Documentation: E/2001/19.

47. The Working Party took note of the Project for a Europe-Africa permanent link through the Strait of Gibraltar (E/2001/19). The work plan outlined in the Economic and Social Council resolution provides for a number of activities to be carried out under the

project, namely: (a) holding of two workshops, under the joint auspices of the regional commissions (ECE and ECA) and the International Tunnelling Association (ITA) on topics being considered by ITA; and the provision of necessary support to the regional commissions for the preparation of a special follow-up report in 2003 on the conclusion of the “investigation” stage, similar to the one produced in 1993.

48. The Working Party asked the secretariat to report on progress of work on the Project at its next session

## **ASSISTANCE TO COUNTRIES WITH ECONOMIES IN TRANSITION**

Documentation: TRANS/WP.5/2001/9.

49. The Working Party appreciated the detailed information on on-going activities in the context of the South-east European Cooperative Initiative (SECI), the Special Programme for the Economies of Central Asia (SPECA), the Black Sea Economic Cooperation (BSEC), and the TEM and TER projects. Furthermore, the Regional Adviser reported on his latest missions in transition countries and also referred in this connection to some problem areas (mainly inadequate funding and deficiencies in human resources in Government institutions) that prevented assistance from being fully effective. In accordance with Commission decision B (51), the Working Party once again invited Governments and relevant international organizations and institutions to contribute to the UNECE Trust Fund for Assistance to Countries in Transition (TFACT) and to inform the secretariat as to the type of assistance which would be forthcoming.

50. The representative of the EC noted that, while the EC could not directly contribute to the UNECE TFACT due to legal provisions, it could cooperate in research and other activities through already established institutional arrangements and new cooperative projects involving countries with economies in transition.

## **COHERENT EUROPEAN SYSTEM OF INTERNATIONAL TRANSPORT INFRASTRUCTURES**

(a) Development of international transport infrastructures

Documentation: TRANS/WP.5/2001/10.

51. Responding to a request by the Working Party, the secretariat presented an updated list of recent modifications to the AGR, AGN, AGC and AGTC transport networks including developments in the TEM and TER networks (TRANS/WP.5/28, paras. 39-40). On the basis of the information contained in document TRANS/WP.5/2001/10, the Working Party noted that coherence and complementarity among the modal AGR, AGC, AGN and AGTC networks need to be further improved, by looking in a systematic way at the European transport links, taking into account all modal transport infrastructures available between origin and destination of traffic. Such approach would enhance the completeness of networks and provide at the same time a systematized overview of alternative transport routes along the Pan-European corridors. In this connection, it noted that future work may explore and develop an appropriate methodology for an intermodal analysis of different international transport networks bearing in mind also traffic on Euro-Asian transport links.

52. The Working Party asked the secretariat to continue reporting on this item at its forthcoming session.

(b) Thresholds regarding the quality of transport services

Documentation: TRANS/WP.5/2001/11.

53. In accordance with the request of the Working Party, the secretariat presented the information on thresholds for the quality of transport services as circulated in (TRANS/WP.5/2001/11) which outlines a number of operational parameters which, in addition to infrastructure parameters, may be taken into account in the examination of thresholds concerning the quality of transport services.

54. The Working Party agreed that, since there is an apparent lack of internationally harmonised guidelines and standards in this field, further development is well required.

55. The Working Party asked the secretariat to solicit information from member countries and international organisations on the application of the concept of quality of transport service and available methodological sources on the concept.

#### **DEVELOPMENT OF A EUROPEAN TRANSPORT DATABASE SYSTEM**

Documentation: TRANS/WP.5/2001/12.

56. The Working Party took note of the progress made in the development of the TEM, TER and AGR databases, and of other activities undertaken by the ECE on the design and implementation of a European Transport Database System (TDS) and commended the efforts of the UNECE, ECMT and Eurostat to harmonize their data collection activity. The Working Party agreed not to consider this item at its next session but to revert to it in 2003.

#### **DRAFT PROGRAMME OF WORK FOR 2002-2006**

Documentation: TRANS/WP.5/2001/13.

57. The Working Party reviewed its programme of work, and adopted a new draft as reproduced in the annex to this report.

#### **OTHER BUSINESS**

58. The Working Party noted that its fifteenth session was tentatively scheduled to be held from 2-4 to September 2002.

## **ADOPTION OF THE REPORT**

59. In accordance with a decision of the Working Party the report on its current session was established by the Chairman and the Vice-Chairman with the assistance of the secretariat for submission to the Inland Transport Committee. The Working Party agreed that the report on its fifteenth session should also be established by the Chairman and the Vice-Chairman with the assistance of the secretariat for submission to the Inland Transport Committee.

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Annex

**DRAFT PROGRAMME OF WORK FOR 2002-2006<sup>1</sup>**

**PROGRAMME ACTIVITY 02.1: TRANSPORT TRENDS AND ECONOMICS**

**Review of general trends with regard to transport development and transport policy and analysis of specific transport economic issues**

Priority: 1

Description: Review and exchange of information on general trends in the development of transport and of specific transport economic issues including transport development in the Mediterranean Region.

Work to be undertaken: The Committee and the Working Party on Transport Trends and Economics (WP.5) will consider and carry out the following activities:

**1) CONTINUING ACTIVITIES**

- (a) Study of economic aspects of transport taking into account (i) the integration process going on within the ECE region, and (ii) the reform processes under way in transition countries by monitoring current changes in transport in order to identify, promote and spread positive examples for transport development.

Output expected: Report on transport development when needed. Priority: 2

- (b) Periodical review of new important policy developments relating to inland transport in UN/ECE member countries in order to make the medium- and long-term evolution of transport more transparent. The Working Party WP.5 will examine all decisions, general and specific, recently taken in member countries likely to have implications in the organization of transport and take into account the findings arrived at during international meetings focusing on salient issues of transport development.

Output expected: Reports on developments in inland transport of member countries (every five years; next report: 2002). Priority: 1

- (c) Consideration of the main European traffic lines in order to ensure accessibility of peripheral regions.

Output expected: Report on transport development in Pan-European Transport Areas (2002) Priority: 2

- (d) Consideration of the extension of the Pan-European transport corridors outside the EU and the countries associated with the EU.

Output expected: Report identifying and assessing important projects on Pan-European transport corridors Nos. 2, 3, 5 and 9(b) (2001); Report on progress made in the implementation of the Pan-European Transport Corridors (2002). Priority: 1

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<sup>1</sup> The text of the programme of work reproduced below is based on the programme of work approved by the Inland Transport Committee at its sixty-second session (15-17 February 2000). The changes proposed are in **bold** (to be added) or ~~struckthrough~~ characters (to be deleted).

- (e) Study of the interrelationship of the UN/ECE agreements (AGR, AGC, AGTC and its Protocol, AGN) and projects (TEM, TER) with the Pan-European transport network planning procedure with a view to:
- indicating the major international transport routes to be considered for improvement and modernization, establishing priorities and a timetable taking into account those parts of the networks where there are bottlenecks and missing links;
  - assessing the cost of this infrastructure plan and making suggestions for financing it.
- Output expected: Annual report on coherent European system of international transport infrastructure (2002). Priority: 1
- (f) Development of Euro-Asian links including the preparation of an ESCAP/ECE joint programme of work on development of Asia-Europe land transport links as well as the analysis of results of international meetings on the problem.
- Output expected: Report on Euro-Asian transport links (2002). Priority: 1
- (g) Development of efficient management frameworks for transport infrastructure maintenance and operation, thus optimizing the need for new investments (linked to the development of the Quality-of-Service concept). Priority: 2
- Output expected: Report on thresholds regarding the quality of transport services (2002).
- (h) Improvement of existing transport planning methodologies, including environmental aspects **and the relationship between transport and economic development, particularly in CIS countries.** Priority: 2
- (i) Collection of data concerning investments in transport infrastructures and study of the effects upon such infrastructures of developments in modal split taking into account, in particular, external costs in order to highlight the interaction between infrastructure and modal development. Priority: 3
- (j) Activities for assistance to countries in transition regarding institutional adaptation of government administration and of transport enterprises to market economy including also support through the UN/ECE Trust Fund for Assistance to Countries in Transition (TFACT)<sup>2</sup>.
- Output expected : Annual report on assistance to countries with economies in transition (2002). Priority: 1
- (k) Strengthening of cooperation with the Mediterranean Study and Training Centres, the results of which will be submitted to the Committee, to enable all ECE countries to benefit from the activities carried out including the organization of workshops.
- Output expected: Annual report on activities of the Study and Training Centres (2002). Priority: 2
- (l) Analysis of transport developments in the Mediterranean Basin and the Black Sea region and the promotion of international transport agreements to permit, in particular, Mediterranean countries to adhere to them. Priority: 3

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<sup>2</sup> A detailed list of subjects is circulated in document TRANS/1999/11.

- (m) Information on the studies on the Europe/Africa Permanent Link through the Strait of Gibraltar.

Output expected: Bi-annual report on progress made in the analysis of the Europe/Africa Permanent Link through the Strait of Gibraltar (next report: 2003). Priority: 3

## 2) ACTIVITIES OF A LIMITED DURATION

- (a) As follow-up to the Conference on Transport and the Environment: Development and implementation of programmes to establish attractive networks taking into account such aspects as intermodality, interoperability and environmentally sound vehicles<sup>3</sup>.

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<sup>3</sup> In addition to the above item, the Working Party wishes to be associated with activities on transport and environment concerning, in particular, development of methodologies for setting up databases, implementation of scientific programmes, assistance to countries in transition, development of environmental guidelines, external costs, analysis of questions related to the protection of sensitive areas (see also items I (c), (d), (g), (h); III (e); IV (c), (f) in the Programme of Joint Action.