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Thirtieth session

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Report of the Working Party on Transport Trends and Economics on its thirtieth session

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I. Attendance

1. The Working Party on Transport Trends and Economics held its thirtieth session from 4 to 6 September 2017. The meeting was chaired by Mrs. I. Dettbarn (Germany). Representatives of the following United Nations Economic Commission for Europe (UNECE) member States participated: Austria, Bosnia and Herzegovina, Bulgaria, Czech Republic, Germany, Greece, Italy, Kazakhstan, Netherlands, Poland, Republic of Moldova, Romania, Russian Federation, Slovakia, Switzerland, the former Yugoslav Republic of Macedonia and Turkey. Representatives of China attended under Article 11 of the Terms of Reference of UNECE. A representative of the European Union (DG Move) was present.

2. The following United Nations organizations and specialized agencies were represented: UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Project Central Office.

3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Organization for Cooperation between Railways (OSJD), Organization of the Black Sea Economic Cooperation (BSEC) and the South East Europe Transport Observatory (SEETO).

4. The following non-governmental organizations were represented: International Road Federation (IRF), International Road Transport Union (IRU) and the International Union of Railways (UIC).

5. The following attended the meeting at the invitation of the secretariat: Democritus University of Thrace, Moscow State University for Transport Engineering, PLASKE JSC, Community of European Railway and Infrastructure Companies (CER aisbl), CMS Cameron McKenna LLP, EuroMed Transport Support Project, Fluidtime Data Services GmbH, Transcontainer Europe, GmbH and Uber.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/61

6. The Working Party adopted the agenda.

III. Workshop on “Transport Infrastructure Corridors along Europe and Asia” (agenda item 2)

Documentation: Informal document No. 1

7. During its twenty-eighth session (Geneva, 7-9 September 2015) the Working Party organized a workshop on “Road and Rail transport corridors along Europe and Asia”. The participants agreed that despite the numerous initiatives that exist and operate for transport corridors development along Europe and Asia, cooperation among these initiatives is very low or non-existent. During its twenty-ninth session (Geneva, 5-7 September 2016) the Working Party approved the development of a transport infrastructure observatory in Europe and Asia which should include all existing initiatives on transport infrastructure development in Europe and Asia with the main objective to foster cooperation among these initiatives. This year’s workshop was a follow up to the above mentioned actions and experts had the opportunity to share their experience from corridors development, to contribute on the discussions on how to strengthen cooperation as well as discuss the

principles that the transport infrastructure observatory should follow to facilitate cooperation among the different initiatives.

8. The participants:

(a) Took note of the recent trends and developments on corridors in the ECE region:

- Noted the proposal for the development of a connection of Danube river with Morava river of Serbia and then its connection with Axios river of former Yugoslav Republic of Macedonia and Greece, with an ending to the Mediterranean Sea in the port of Thessaloniki;
- Recalled that the Core Transport Network for the Western Balkans was agreed in 2015, based on the Comprehensive network (TEN-T methodology) under the Memorandum of Understanding (MoU) signed between SEETO and European Union. This initiative extended the TEN-T Core Network to the Western Balkans;
- Were informed about the one belt one road initiative which focuses on Asian, European and African continents but is open to all countries for regional economic cooperation and common prosperity as well as works towards connectivity of policy, infrastructure, trade, finance and people-to-people. The project includes 350 road routes open for international passenger and freight transport and 4000 Railway Express trains to 29 cities in 11 European countries;
- Were informed about the Orient-East Med corridor. A Feasibility Study on Danube - Oder - Elbe link is carried out (so far Elbe is linked to North Sea and Danube to Black/Mediterranean Sea);
- Noted the development of the “Primorie-1” and “Primorie-2” transport corridors in the territory of Russian Federation and China;
- Were informed about the development of the Via Carpatia transport corridor that will connect the Baltic with the Mediterranean Sea. The implementation of the project will allow for the creation of the shortest transport link between the countries of the Middle East and South-East Europe with the Baltic states, thereby contributing to the launch of the New Silk Road initiative;
- Recalled the BSEC road infrastructure project “the Black Sea Ring Highway” which refers to coordinated efforts of BSEC member States for upgrading to high standards of almost 7,5 thousand km of highway around the Black Sea, connecting its main cities and ports and facilitating the transport of goods, containers and other freights to and from these ports;
- Recalled also the BSEC maritime project “Motorways of the Sea” aimed at upgrading of port infrastructure, implementation of good practices, increased compatibility and interconnectivity of traffic control systems, intermodality of transports, safeguarding free and fair competition in international shipping, in which 43 ports in the Black Sea, the Adriatic, the Mediterranean and the Aegean seas expressed interest to participate;
- Took note of the Persian Gulf-Black Sea corridor which is framed with an agreement among six countries with main scope the development of this corridor.

(b) Agreed that it is essential also to consider new technologies in order to make transport operations between the two continents more cost-effective, greener and safer;

(c) Noted that in international rail transport there are a number of obstacles that make railways non-competitive such as: poor infrastructure, non-competitive tariffs, two at least existing legal regimes, delays in border crossings;

(d) Agreed that the challenges that transport corridors development along Europe and Asia are facing are many:

- Lack of corridors management and of implementation mechanisms;
- Lack of common and integrated services along the corridors (one tariff / one time schedule);
- Lack of border crossings facilitation despite the fact that the legal instruments exist (harmonization convention, TIR);
- Lack of cooperation not only among the different initiatives on corridors development but also among the railway undertakings;
- Lack of understanding of corridors development benefits and advantages;
- Lack of knowledge on how to attract cargo.

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

IV. Workshop on “Mobility as a Service” (agenda item 3)

Documentation: Informal document No. 2

10. During its twenty-ninth session (Geneva, 5-7 September 2016) the Working Party while discussing the transport trends and challenges in the road sector requested the secretariat to organize at its next session a workshop on Mobility as a Service (MaaS).

11. As more of the world’s cities become congested and polluted, new business models and technologies are emerging to solve the mobility challenge. In 2014, global venture-capital investments into mobility services amounted to more than \$5 billion, up from less than \$10 million in 2009. Besides Uber, Didi Dache of China, which has more than 100 million users in 300 cities, raised more than \$800 million and Ola, India’s biggest online cab service, has raised \$677 million so far (McKinsey&Company, 2017).

12. The participants during the workshop:

(a) Noted that MaaS is the integration of various forms of transport services into a single mobility service accessible on demand. To meet a customer’s request, a MaaS operator facilitates a diverse menu of transport options. For the user, MaaS can offer added value through use of a single application to provide access to mobility, with a single payment channel instead of multiple ticketing and payment operations;

(b) Recalled that there are more than 1,200,000,000 cars in the world, 22 per cent of all carbon emissions come from transportation and that cars are idle 95 per cent of the time;

(c) Were informed that New Jersey (USA) town decided to pay Uber instead of building a parking lot. The city stated that the deal would help free up nearly 100 parking spots at the transit station, as well as keep it from having to spend millions of dollars to build additional parking;

(d) Were informed that today ride – hailing accounts for 4 per cent of all miles driven globally. By 2030 it will be 25 per cent;

(e) Noted the existence of the MaaS Alliance which is a public-private partnership creating the foundations for a common approach to MaaS, unlocking the

economies of scale needed for successful implementation and take-up of MaaS in Europe and beyond. The main goal is to facilitate a single, open market and full deployment of MaaS services;

(f) Were informed about technologies and applications that integrate various transport services into one mobility offer;

(g) Were informed about railways initiatives in order to provide an electronic door to door integrated transport system;

(h) Agreed that at the moment there is no harmonised environment on how mobility as a service application could or should operate especially across borders.

13. The Working Party took note of the presentations made by the experts. It thanked the experts for their participation and requested the secretariat to make sure that the topic should be addressed in Working Party's agenda on a regular basis.

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

V. Ports Hinterland connections (agenda item 4)

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

15. The Working Party recalled that at its twenty-eighth session it had taken note of the ports hinterland connections observatory prepared by Mediterranean Network (MedNet) programme. It noted that MedNet had already concluded its life time and that the secretariat had received an unofficial confirmation from the MedNet project on taking over this observatory ensuring its hosting, maintenance and further expansion to all UNECE countries. During last year's session the Working Party took note of the information provided by the secretariat on costs implications for operating such observatory. The objective should be that no extra costs will be generated and the operations will be organized on a self-sustained way. This means that government experts will be responsible for inserting and updating any information in the system.

16. The secretariat informed the Working Party that no official response from the MedNet project had been sent so far. However, the secretariat provided information about the geographic information system (GIS) project that is currently taking place in cooperation with Islamic Development Bank expressing its expectation that many economies of scale could be created between the two projects.

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

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

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

Documentation: Informal document No. 3

18. The Working Party took note of the information provided by European Union and expressed its appreciation for the briefing on the progress in developing the Trans-

European Transport Network. The Working Party invited the European Union to continue providing an update on its activities related to pan-European corridors at its thirty-first session in 2018.

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

Documentation: ECE/TRANS/WP.5/2017/1, ECE/TRANS/WP.5/2017/2

19. The Working Party appreciated the update provided by the TER project manager on the activities implemented in the TER Project in 2016-2017, reiterated its support for the project and invited the project manager to provide an update on relevant developments in the TER project at its thirty-first session in 2018.

20. The focus of TER activities for the last year was on:

- (a) Connectivity: integration into the pan-European and Asian networks and corridors;
- (b) Visibility: new TER web homepage, new TER Project brochure, increasing the number of TER members;
- (c) Capacity-Building;
- (d) Master Plans: implementation of the revised TER and TEM master plan as well as preparation of the High-speed rail master plan.

21. The Working Party also appreciated the update provided by the TEM Project Central Office on the TEM activities in 2016-2017, reiterated its support to the project and invited the project manager to provide an update on relevant developments in the TEM project at its thirty first session in 2018.

22. The focus of TEM activities for the last year was given to:

- (a) Improvement of programming and planning of transportation network extension and development;
- (b) Enhancement of the design of roads, superstructures and facilities;
- (c) Intensification of cooperation in the field of roads construction;
- (d) Improvement of asset management;
- (e) Cooperation and knowledge exchange within traffic management, Intelligent Transport Systems and Cooperative Intelligent Transport Systems issues;
- (f) Enhancement of safety and security management;
- (g) Environmental impact management;
- (h) Initiation of data management and facilitation of mobility management;
- (i) Knowledge exchange and assessment of used business models and contracts for above activities;
- (g) Comparison of organization of road/transport authorities;
- (k) Analysis and assessment of different financing sources and methods.

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

A. Report of the Mediterranean Transport Study Centre

Documentation: Informal document No. 4

23. The representative of CETMO introduced the report on recent activities of CETMO for consideration by the Working Party (Informal document No.4).

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

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

(b) Transport Flow Forecasting Model: Its last updating was led by the secretariat of the Union for the Mediterranean (UFM). Thanks to the MoU signed between CETMO and UFM, CETMO contributed to the model's implementation.

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

25. The Working Party expressed its appreciation to the CETMO secretariat for its comprehensive report and requested an update on CETMO activities for its next session in 2018.

B. The Euro-Mediterranean transport network

26. The Working Party took note of the information provided by European Union and expressed its appreciation for briefing on the progress in developing the Euro-Mediterranean transport network. The Working Party invited European Union to continue providing an update on its activities related to pan-European corridors at its thirty-first session in 2018.

C. Report of the Union for the Mediterranean

27. The representative of CETMO provided information about the current activities and developments of the UFM.

D. Project for a Europe-Africa fixed link through the Strait of Gibraltar: Report on activities carried out during the period 2015-2017 and programme proposed for the period 2017-2019

Documentation: Informal document No. 5

28. The Working Party noted the report on the project for a Europe–Africa fixed link through the strait of Gibraltar prepared for the 2017 session of the Economic and Social Council (ECOSOC) by ECE and the Economic Commission for Africa (ECA). This document includes analysis of activities undertaken during the period 2015-2017 as well as the programme of work for the period 2018-2019.

29. The phase 2015-2017 focused on updating the feasibility studies of the project and preparing a new work plan for the project:

- (a) The revision of the studies of the technical solutions and the relevant data;
- (b) Observations and analysis of data on passenger and freight traffic between the countries of European Union and the Maghreb countries;
- (c) Updating of studies on demand forecasts and the use of the future infrastructure;
- (d) The inclusion of the Project in the GTMO 5 + 5 Central Multimodal Network by the GTMO 5 + 5 Transport Ministers at its meeting in Lisbon on 22 October 2014, which instructed the GTMO Panel of Experts and the Technical Secretariat 5 + 5 to follow up the work carried out by Morocco and Spain on this project;
- (e) The commitment of the Moroccan and Spanish Governments to the Fixed Liaison Project, expressed at the 11th High - Level Meeting between Hispano - Moroccan, held in Madrid on 5 June 2015, and with the signing of a Memorandum of Understanding in the field of transport.

30. Furthermore, the Working Party noted that ECE and ECA are invited by an ECOSOC resolution to submit a new report to the ECOSOC session in 2019 and requested the secretariat to include this item in the agenda of its thirty-second session in 2019.

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

A. Progress in Euro-Asian Transport Links work

Documentation: ECE/TRANS/WP.5/2017/3, Informal document No. 6

31. The secretariat informed the Working Party about the progress of the Group of Experts on EATL work and presented in cooperation with the consultant of the Group the draft final report of the Group's work. (ECE/TRANS/WP.5/2017/3, Informal document No. 6).

32. The Working Party appreciated the efforts made by the experts and the consultant, thanked them for the excellent work done and approved as amended the final report of the Group. It requested the secretariat and the consultant to include in the report all relevant information provided during the workshop on transport infrastructure corridors along Europe and Asia as well as other comments that might be provided by the Governments and then submit it to the Inland Transport Committee (ITC) in February for its final approval.

33. The Working Party requested also the secretariat to organize at its next session as a follow-up to the third phase of the Group, an international conference on the "operationalization of the Euro-Asian corridors" where all relevant stakeholders such as freight forwarders, shippers, railways undertakings and of course the Governments will be invited to attend the meeting.

B. Road and Rail transport corridors along Europe and Asia

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

34. The Working Party recalled that during its last session it had approved the development of an international transport infrastructure observatory which should include all existing initiatives on transport infrastructure development in the Europe and Asia.

35. The secretariat informed the Working Party that the secretariat had received the funds needed in order to establish such an observatory on a GIS environment by the IsDB, the relevant software has been already bought and installed on a server in ECE premises. Furthermore, IsDB provided the funds in order to hire consultants and collect all relevant information.

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

C. Other Euro-Asian transport initiatives

37. The Working Party appreciated the information provided by the representative of the infrastructure economic centre of Moscow on the future of China - European Union cooperation on trade and railway transport.

38. It requested the secretariat to keep inviting relevant institutes and research centres in order to be updated on Euro-Asian trade and transport developments.

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

Documentation: ECE/TRANS/WP.5/GE.4/6, ECE/TRANS/WP.5/ GE.4/2016/1

39. The Working Party was informed by the Chair of the Group of Experts on the work undertaken during the three meetings of the Group that took place after the last session of the Working Party. The Working Party noted that the work for roads and intermodal terminals has developed well since the appropriate teams have been formulated and the team leaders have been appointed and that the appropriate documents have been already prepared. However, this is not the case for railways, inland waterways and ports. The Working Party requested the secretariat to consider all options including sending letters to Governments to ensure a smooth continuation of the Group's work.

40. The Working Party took note of the information provided by the Chair of the Group and secretariat and it requested the secretariat to provide more information on this issue at its next session.

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

Documentation: Informal document No. 7

41. The Working Party recalled that at its last session took note of the methodology prepared in developing the Pan-European master plan for cycling in cooperation with the THE PEP as it was described in document ECE/TRANS/WP.5/2016/4 and already endorsed by THE PEP Bureau.

42. The secretariat informed the Working Party that consultants were already hired using the THE PEP funds and that they had already started implementing the methodology. The Working Party requested the secretariat to provide more information on this topic at its next session and to continue discussions on the issue of urban mobility and public transport.

43. The Working Party thanked the representative of Moscow Department of Transport and Road Infrastructure Development for providing useful information on cycling programmes in Moscow and other Russian cities.

XI. Climate Change and Transport (agenda item 10)

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

Documentation: Informal document No. 8, ECE/TRANS/WP.5/GE.3/26

44. Following approval of its terms of reference from ITC and the Executive Committee (EXCOM), the Group of Experts held six sessions during 2016 and 2017 (eighth session on 14 and 15 January, ninth session on 11 and 12 April, tenth session on 7 and 8 July, eleventh session on 3 and 4 October 2016, twelfth session on 27 and 28 March and thirteenth session on 22 and 23 June 2017) and its mandate came into an end based on its approved terms of reference. During these sessions, the Group:

- (a) Discussed the results of the first phase;
- (b) Prepared and discussed the first chapter of its final report,
- (c) Prepared a draft chapter on national policies, good practices and case studies;
- (d) Prepared, discussed and analysed the questionnaire sent to Governments;
- (e) Collected (either from the questionnaire or from other sources such as the European Union, the EATL project, the ECE road and rail censuses) on a GIS environment the transport infrastructure for the majority of the ECE member States;
- (f) Received from the World Meteorological Organization on a GIS environment the projections for the main climatic parameters such as precipitation, temperature, sea level rising.

45. However, for the Group to finalize its work and accomplish its objectives based on its Terms of Reference (ToR), many things remain to be done including the development of the hot spots map based on the data received. Therefore the Group requests the Working Party to extend its mandate for one more year based on the same ToR starting after the final approval of EXCOM in 2018 in order to be able to meet for at least three times before submitting its final report at Working Party's session in 2019.

46. The Working Party took note of the information provided by the secretariat and approved the extension of the mandate of the Group for one more year after the final approval from EXCOM. It also requested the secretariat to provide further information on developments of Group of Experts work at its next session.

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

47. The Working Party was informed by the secretariat about the 2016-2017 developments in the For Future Inland Transport Systems (ForFITS) tool. The Working Party took note of the information provided and reiterated its support on the further development of this tool. The Working Party requested the secretariat to present any developments on this issue at the next session.

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

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

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

48. The Working Party recalled that during its last session, it had decided to postpone a decision on Transport Trends and Economics 2016-2017: achievement of Sustainable Development Goals through the development of sustainable transport while waiting a decision of EXCOM on the ways that UNECE should contribute to the implementation of the Sustainable Development Goals. Also, the Working Party was informed that during its last session (21-24 February 2017) the Inland Transport Committee in line with the Ministerial Declaration, decided to strengthen, within the existing resources, its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement the New Urban Agenda and the SDGs. Therefore, it requested its subsidiary bodies to (a) align the work accordingly, (b) further discuss, analyse and, if possible, prepare a road map on the contributions of member States in implementing the 2030 Agenda and report back to Committee, and encouraged member States to follow up with the national coordinators of the 2030 Agenda.

49. The secretariat in order to facilitate the elaboration of all the above mentioned tasks taking into consideration the limitation on resources proposed the following to the Working Party:

(a) The questionnaire and analysis prepared under documents ECE/TRANS/WP.5/2016/5, ECE/TRANS/WP.5/2016/6 were quite challenging and difficult to be answered by the Governments since some of those questions they were not directly addressed transport. Therefore, the secretariat suggested the theme for the transport trends and economics 2016-2017 to be "Mobility as a service" in order to take advantage of the excellent presentations and input received during the workshop of the second day of the session;

(b) The secretariat will prepare as formal document for the next session of the Group a draft road map on the contributions of member States and of the Working Party sessions in implementing the 2030 Agenda in order for the Working Party to consider it and finalize it.

50. The Working Party took note of the information provided by the secretariat and approved its proposals. It requested the secretariat to provide more information on both issues at its next session.

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

Documentation: Informal document No. 9

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

C. Transport Trends and Challenges in the road sector

Documentation: Informal document No. 10

52. The representative of IRU, Mr. J. Hügel, gave a presentation on transport trends and challenges in the road sector. He focused his presentation on managing the transition to driverless road freight transport based on a research recently conducted by IRU and International Transport Forum on this issue. He mentioned among other conclusions and findings that automated trucks could reduce the demand for drivers and that up to 4.4 million professional trucking jobs could become redundant.

53. The Working Party expressed its appreciation to IRU for the presentation on the analysis of recent road transport trends and challenges and invited IRU to provide an update on relevant developments in the road sector at its thirty-first session in 2018.

D. Transport Trends and Challenges in the rail sector

Documentation: Informal document No. 11

54. The representative of UIC, Mrs. S. Markovic-Chenais, gave a presentation on transport trends and challenges in the rail sector. She provided information on trends and challenges for the rail sector based on data from the UIC synopsis which provides provisional data on annual basis for all continents, the length of lines, rolling stock, the average staff strength, the train performance in train-km, the rail traffic in pass., pass-km, tonnes, tonne-km and the high speed traffic.

55. The Working Party expressed its appreciation to UIC for the presentation on the analysis of recent rail transport trends and challenges and invited UIC to provide an update on relevant developments in the rail sector at its thirty-first session in 2018.

E. Transport Trends and Challenges in the inland waterways sector

56. The secretariat provided information on transport trends and challenges in the inland waterways sector.

57. The Working Party expressed its appreciation to the secretariat for the presentation on the analysis of recent inland water transport trends and challenges and requested the secretariat to provide an update on relevant developments in the inland waterways sector at its thirty-first session in 2018.

F. UNECE Transport Statistics analysis

58. The secretariat provided information on the analysis of transport statistics in the ECE region.

59. The Working Party appreciated the information provided by the secretariat. It requested the secretariat to provide more information on transport statistics for the ECE region at the next session.

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

Documentation: Informal document No. 12

60. The secretariat informed the Working Party about technical assistance activities to countries with economies in transition. The Working Party noted that assistance in the field of transport is focused, but not limited to strengthening the capacity of countries of Eastern and South-eastern Europe, South Caucasus and Central Asia, in particular, the landlocked countries. Furthermore, assistance related to the work of the Division is provided to other member States. Technical assistance activities aim at acceding to and implementing United Nations legal instruments, norms and standards, transferring know-how as well as sharing best practices in transport.

61. The Working Party noted the information provided by the regional advisor of the Division on the Road Safety Performance Reviews. He pointed out that although middle and low income countries have only half of the world's vehicles they have 90 per cent of the world's road traffic deaths. Also he provided information about the Road Safety Management Capacity-Building Project where its main objective is to strengthen the national road safety management system capacities of selected developing countries and countries with economies in transition.

62. The Working Party took note of the information provided by the regional advisor on progress made in technical assistance to countries with economies in transition and requested the secretariat to provide information at the next session.

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

Documentation: ECE/TRANS/254

63. The secretariat informed the Working Party that the Committee at its seventy-eighth session had recognised the need to adapt to new realities and dynamics in the strategic environment within which the Committee operates. It had decided that the secretariat should draft a strategy paper on the priorities and the main directions in consultation with the Bureau, the Chairs of the subsidiary bodies and the Administrative Committees of transport conventions under the purview of the Committee. The Committee had the opportunity to review the advance version of the Executive Summary of the Strategy Paper (ECE/TRANS/2017/R.1) which included the main findings and recommendations, in order to consider ways to enhance the role and impact of the Committee and its subsidiary bodies vis-à-vis emerging challenges and opportunities globally.

64. Also, the Committee welcomed the discussion on increasing the Committee's role at the meeting of the Chairs of its working bodies on a rapidly changing global environment. Considered ways to increase the influence of the Committee and its working bodies in addressing current challenges and opportunities in a global context, in accordance with the resolution of ministers of the seventy-ninth Committee session of 21 February 2017, including by inclusion in the terms of reference of the Working Parties of issues in implementing transport-oriented Sustainable Development Goals. In this regard, the Working Parties should consider preparing contributions to the draft strategy of the ITC that will be considered by the Committee at its session in 2018, and, if necessary, also road maps for the implementation of the Sustainable Development Goals.

65. The Working Party took note of the information provided by the secretariat on the ITC strategy paper and requested the secretariat to provide information of ITC decisions at its next session.

XV. Programme of work and biennial evaluation for 2018-2019 and Work Plan for 2018-2022 (agenda item 14)

A. Draft programme of work and biennial evaluation for 2018-2019

Documentation: ECE/TRANS/WP.5/2017/4

66. The Working Party recalled that, at its twenty-eight session on 7-9 September 2015, it had approved indicators of achievement for measuring its expected accomplishments in 2016 and 2017 (ECE/TRANS/WP.5/58, para. 79). In accordance with the decision of the ITC to review its programme of work every two years, the next review being in 2018, the Working Party reviewed and adopted as amended its programme of work for 2018-2019 as well as the relevant parameters for its biennial evaluation. The draft programme of work for 2018-2019 and the expected accomplishment indicators are contained in document ECE/TRANS/WP.5/2017/4.

B. Draft work plan for 2018-2022

67. The Committee during its seventy-eighth session (Geneva, 23-26 February 2016) noted (ECE/TRANS/254, para. 159) that the four-year work plan has proven very useful in the past in providing mandates for the work of the Committee's subsidiary bodies in even years, acting as a "bridge" that covers the months between the end of a programme biennium and the approval by the Committee of the programme of work for the next biennium. However, following changes in the format of the programme of work that took place in 2015, that contribution of the four-year work plan should no longer be performed. In light of this development, the Committee decided to discontinue this document in the future.

XVI. Other business (agenda item 15)

68. No other business was reported.

XVII. Date of next session (agenda item 16)

69. The Working Party's thirty-first session is tentatively scheduled to take place in Geneva from 4 to 6 September 2018.

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

70. The Working Party adopted the list of main decisions of its thirtieth session and requested the secretariat and the Chair to prepare the full and complete report for circulation to the members of the Working Party for comments on items other than those in the list of main decisions.