



Economic Commission for Europe**Inland Transport Committee****Eightieth session**

Geneva, 20-23 February 2018

Item 4 (b) of the provisional agenda

Strategic questions of a horizontal policy nature:**United Nations Economic Commission for Europe analytical work on transport****Analytical work of the Sustainable Transport Division****Note by the secretariat***Summary*

This note provides a brief review of the analytical work undertaken in 2017 by the Sustainable Transport Division of United Nations Economic Commission for Europe (ECE). This work comprised studies on specific transport issues, analyses requested by official Groups of Experts and Task Forces, analytical papers to support activities related to the United Nations transport conventions or capacity-building workshops, and analytical studies to provide substantive groundwork for the management of different projects. The note summarizes the work done in the Working Party on Transport Trends and Economics and in the Sustainable Transport Division.

The Committee is invited to **provide guidance** on future directions of the analytical work in the field of transport.

I. Analytical Work and Capacity-building Workshops undertaken by the Working Party on Transport Trends and Economics

1. The Working Party on Transport Trends and Economics (WP.5) provides a forum for the exchange of experiences and ideas, in particular, on the challenges to develop sustainable inland transport. Its mandate allows it to assume the unique role of a transport 'think tank' in the framework of the Inland Transport Committee (ITC).

2. As such, it aims to: identify the global trends and developments, which may have important implications for the transport sector and the challenges of the sector; conduct reviews and provide analyses on factors based on information from member States; and, through consensus, make relevant policy recommendations that should lead to the development of sustainable transport systems.

A. Publications - Studies

1. Transport Trends and Economics 2017-2018: Mobility as a Service

3. This publication will make use of the workshop organized during the last WP.5 session (date). Data will be collected for a comprehensive analysis of the benefits that mobility as a service can bring to societies and national economies by taking advantage of existing data from national statistics offices.

4. The study will include data, analysis and presentations on the concept of mobility as a service, the different providers that exist and operate, the different policies that regulate these businesses in different States and the new business models that arise from it.

5. The final draft of the publication will be ready for discussion and initial approval at the next session of WP.5 in September 2018.

2. Euro-Asian Transport Links report of Phase III

6. In accordance with the Joint Declaration on Future Development of Euro-Asian Transport Links signed at the ECE ministerial meeting “Making the Euro-Asian Transport Network Operational” on 26 February 2013, the Group of Experts should accomplish the following tasks:

(a) analyse, promote and present to international financial institutions and other donors high priority EATL projects, feasibility or other relevant studies with the objective to facilitate sustainable and long-term financing of these projects;

(b) Identification of cargo flows (quantities and types) that could be transported along the nine Euro-Asian rail and road transport links;

(c) Facilitation of coordination of integrated time schedules and tariffs for the nine rail and road transport links;

(d) Promotion of Euro-Asian inland transport routes and development of an integrated marketing strategy;

(e) Update and upgrade of the Geographical Information Systems (GIS) application.

7. The final report of the Group includes a comprehensive Strengths-Weaknesses-Opportunities-Threats analysis and suggests policies and recommendations to overpass the main obstacles and make the Euro-Asian corridors operational.

B. Workshops

1. Transport Infrastructure Corridors in Europe and Asia

8. During its twenty-eighth session (7-9 September 2015, Geneva) 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 between Europe and Asia, cooperation between the initiatives is

very low or non-existent. During its twenty-ninth session (5-7 September 2016, Geneva), 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. The main objective is to foster cooperation among these initiatives. This year's workshop was a follow-up to these actions and experts had the opportunity to share their experiences in corridor development, to contribute on the discussions on how to strengthen cooperation, and discuss the principles that the transport infrastructure observatory should follow to facilitate cooperation among the different initiatives.

9. 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 the Danube river with the Morava river of Serbia and then with the Axios river of the former Yugoslav Republic of Macedonia and Greece, that ends at the Mediterranean Sea in the port of Thessaloniki;
- Recalled that the Core Transport Network for the Western Balkans was agreed on in 2015, based on the comprehensive network (TEN-T methodology) under the Memorandum of Understanding (MoU) signed between SEETO and the European Union. This extended the TEN-T Core Network to the Western Balkans;
- Were informed about the “One Belt - One Road initiative (OBOR)” which focuses on the Asian, European and African continents but is open to all countries for regional economic cooperation and common prosperity, and 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 4,000 railway express trains to 29 cities in 11 European countries;
- Were informed about the Orient-East Med corridor and a feasibility study on the Danube - Oder - Elbe link (so far the Elbe links to the North Sea, and the Danube to the Black and Mediterranean Seas);
- Noted the development of the “Primorie-1” and “Primorie-2” transport corridors in the territory of China and the Russian Federation;
- 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 Black Sea Economic Cooperation (BSEC) road infrastructure project “the Black Sea Ring Highway” which refers to coordinated efforts of BSEC member States to upgrade to high standards of almost 755 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, to which 43 ports in the Black Sea, the Adriatic, the Mediterranean and the Aegean seas expressed interest to participate;

- Took note that six countries had agreed to the Persian Gulf-Black Sea corridor for development.
 - (b) Agreed that it is essential to consider new technologies to make transport operations between the two continents more cost-effective, greener and safer;
 - (c) Noted that a number of obstacles in international rail transport make railways non-competitive, e.g. poor infrastructure, non-competitive tariffs, two at least existing legal regimes, delays in border crossings;
 - (d) Agreed that the challenges of transport corridors development in Europe and Asia are many:
 - Lack of corridor 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 legal instruments that exist (Harmonization Convention, TIR Convention);
 - Lack of cooperation among the different initiatives on corridor development and among the railway undertakings;
 - Lack of understanding of the benefits and advantages of corridor development;
 - Lack of knowledge on how to attract cargo.

10. For information on the workshop, the presentations and other material, see www.unece.org/trans/main/wp5/transport_infrastructure_corridors_along_europe_and_asia.html.

2. Mobility as a Service

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

12. The participants at the workshop:

(a) Noted that Mobility as a Service (MaaS) integrates various forms of transport services into a single mobility service which is accessible on demand. To meet customer requests, a MaaS operator facilitates a diverse menu of transport options. For the user, MaaS can add value as 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 1.2 billion 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 the town of New Jersey in United States of America decided to pay Uber instead of building a parking lot. The city stated that this would help free up nearly 100 parking spots at the transit station, and avoid spending millions of dollars to build additional parking;

(d) Were informed that today hailing a ride accounts for 4 per cent of all miles driven globally. By 2030, it is estimated to be 25 per cent;

(e) Noted that the MaaS Alliance is a public-private partnership that created the foundations for a common approach to MaaS, unlocked the economies of scale needed for

the successful implementation and uptake 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 to provide an electronic door to door integrated transport system;

(h) Agreed that at the moment there is no harmonized 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, thanked the experts for their participation, and requested the secretariat to make sure that the topic be addressed in Working Party's agenda on a regular basis.

14. The proceedings of the workshop, presentations and all workshop material are on the ECE website. See www.unece.org/trans/main/wp5/mobility_as_a_service.html

C. Groups of Experts

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

15. A lot of analytical work undertaken in the second phase of the Group of Experts, which focused on the preparation of the so called "Hot Spots Map". During the sessions of 2017, 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 (from the questionnaire or from other sources such as the European Union, the EATL project or the ECE road and rail censuses) from a GIS environment, the transport infrastructure for the majority of the ECE member States;

(f) Received from the World Meteorological Organization in a GIS environment, the projections for the main climatic parameters such as precipitation, temperature, rising of sea level.

16. However, for the Group to finalize its work and accomplish its objectives based on its terms of reference, many things remain to be done including the development of the hot spots map. Therefore, the Group requested the Working Party to extend its mandate for one more year based on the same terms of reference.

2. Group of Experts on Euro-Asian Transport Links

17. The Group of Experts finalized its third phase and delivered its final report. The Working Party appreciated the efforts made by the experts, thanked them for the excellent work done and approved, as amended, the final report of the Group. The Working Party requested the secretariat to organize at its next session, as a follow-up to the third phase of the Group, an international conference on "Operationalization of the Euro-Asian Corridors" and to invite governments, freight forwarders, shippers and railways undertakings to attend.

3. Group of Experts on Benchmarking Transport Infrastructure Construction Costs

18. The benchmarking of transport infrastructure construction costs is critical for realistic construction costs, increased governance and a stable investment programme without unexpected cost increases. The use of benchmarking of construction costs could also be useful for cost estimates and for the control of project costs. The duration of the Group's mandate is two years and experts focus their work on:

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

(b) Identifying and listing terminologies used in the ECE region for construction costs of inland transport infrastructure. If possible, create a glossary of agreed terminologies and related explanations;

(c) Collecting and analysing data to prepare a benchmarking of transport infrastructure construction costs in the ECE region for each inland transport mode — road, rail, inland waterways — including intermodal terminals, freight/logistics centres and ports;

(d) Analysing and describing the conditions / parameters on which these costs have been calculated.

19. The work for roads, ports and intermodal terminals has developed well since the teams have been formulated, the team leaders appointed, and the appropriate documents have been prepared. However, this is not the case for railways and inland waterways. The secretariat prepared the relevant documents (terminologies / benchmarking questionnaire) seeking active participation of experts from governments to review and finalize those documents.

D. Projects

1. Pan-European master plan for cycling infrastructure

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

21. During the Team Leader Meeting of THE PEP Partnership on Cycling (2 June 2016, Cologne, Germany), the experience of ECE in master plans such as TEM / TER and EATL was presented. The team leaders of the partnership decided that the Sustainable Transport Division and especially WP.5 should have a leading role in the development of the cycling master plan. Extrabudgetary resources such as consultant(s) needed for this undertaking would be secured through THE PEP Trust Fund.

2. Strengthening connectivity of countries in South and Central Asia, particularly Landlocked and Least Developed Countries, to link with subregional and regional transport and trade networks, in cooperation with ESCAP

22. The project seeks to contribute to the capacities of the stakeholders in the countries of South and Central Asia, especially in the landlocked least developed countries and the least developed countries (LLDCs and LDCs) to strengthen their links with subregional and regional transport and trade networks.

23. Therefore, the project aims to explore the possibilities of (a) linking these countries to the existing and proposed subregional road and railway networks along the Asian Highway (AH), the Trans-Asian Railway (TAR) and Europe-Asia Transport Linkages (EATL) corridors based on minimal investments; (b) facilitating the movement of goods on these corridors in a mutually beneficial manner, especially for LLDCs and LDCs in the

subregions; and (c) facilitating trade and investment promoting paperless trade and creating economic corridors at the border crossings that could be of particular interest to LLDCs and countries emerging from conflict, such as Afghanistan. Those countries seek to rebuild their economies through improved connectivity with the region's emerging markets and enhanced connectivity that could provide economic gains and help in restoring peace and stability.

3. Enhancing regional connectivity with a Geographical Information System database, in cooperation with the Islamic Development Bank

24. The project comprises four components: establishment of a GIS database, preparation of a list of potential investment projects and their prioritization, and two regional studies on "benchmarking of transport construction and maintenance costs" and "establishment of multi-donor RCI financing facilities". The beneficiary countries of the project are Albania, Afghanistan, Azerbaijan, Islamic Republic of Iran, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkey, Turkmenistan and Uzbekistan.

II. Analytical Activities of the Sustainable Transport Division

A. Analytical tools developed by the Division

1. For Future Inland Transport Systems

25. The For Future Inland Transport Systems (ForFITS) tool is an outstanding analytical product that had been developed in a capacity-building project funded by the United Nations Development Account. ForFITS can serve in policy dialogues and for capacity-building to address climate change mitigation in transport, or it can lead studies at local, national, subregional, regional and global levels. The Division prepared a 2-year work plan to scale up the use of ForFITS, and to further develop and enhance the model. For more details, see Informal Document No. 4. The following activities of the work plan are subject to fundraising for extrabudgetary projects:

- (a) Development of a new module on local pollutants;
- (b) Development of a new module on Non-Road Mobile Machinery;
- (c) Development of a new user interface;
- (d) Training sessions;
- (e) Specific analyses for specific countries.

2. Safe Future Inland Transport Systems project

26. The road safety model Safe Future Inland Transport Systems (SafeFITS) aims to facilitate knowledge-based transport policy decision-making related to road casualty reduction. The primary objective of SafeFITS is to assist governments and decision makers in developed and developing countries decide on the most appropriate road safety policies and measures that would achieve tangible results in improving road safety. The model will be based on historical road safety data and relations between several road safety parameters, and should provide information on the results of different road safety scenarios based on the chosen policies and measures (ECE/TRANS/2018/6).

B. Publications - Studies

1. Inland Transport Statistics for Europe and North America

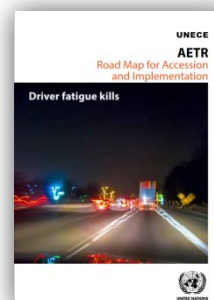
27. This publication (volume LVIII) presents statistics and brief studies on transport and tables on energy consumption for transport. Data covers Canada, the United States of America and Europe.

28. The Bulletin on Transport Statistics for Europe and North America provides this data in a tabular format to assist in policy development. The Bulletin is the result of the activities on developing methodologies and gathering transport data, which are carried out by the Working Party on Transport Statistics (WP.6). It also supplements the online database of transport statistics that is available on the ECE website. The 2017 edition provides a series of transport statistics tables for the 56 member States of ECE. The publication is purely statistical in character. Like the previous issues, it has been prepared by the Sustainable Transport Division of ECE with the generous cooperation of national statistical offices. It is issued in accordance with the recommendation of the Inland Transport Committee at its first session that the Division should regularly publish the most recent available data on transport for as many countries within the ECE region as possible.



2. AETR Road Map for Accession and Implementation

29. This is a road map for accession and implementation to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).



3. International Driving Permit Categories

30. The brochure on International Driving Permit Categories recommends reconciliations of the differences between the International Driving Permit categories in the 1968 Convention on Road Traffic and the corresponding definition for the same symbol in the Driving Licence Directive (2006/126/EC of 20 December 2006) of the European Union.

