

**Decisions submitted to silence procedure following formal meeting with remote participation
of the thirty-fourth annual session of the Working Party on Transport Trends and Economics (WP.5) on 15-17 September 2021**

Agenda item	Document (LINK)	Decision
1	ECE/TRANS/WP.5/69	WP.5 adopted the agenda for the thirty-fourth session as contained in ECE/TRANS/WP.5/69.
3(a)	ECE/TRANS/WP.5/2021/1	<p>WP.5 took note of efforts supported by the secretariat to fulfil the mandate provided by ITC on operationalization of international corridors and enhancing interregional connectivity. WP.5 appreciated these efforts, reiterated its support and interest on further enhancing interregional connectivity. It requested the secretariat to continue supporting these efforts and report back on any developments at its next session.</p> <p>WP.5 welcomed the interest from several UNECE member States to actively participate on enhancing operationalization of Euro-Asian transport links and especially the proposal submitted by the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. WP.5 invited the group to report back on its progress in this regard at the forthcoming thirty-fifth session of the Working Party in September 2022.</p>
3(b)	n.a.	WP.5 welcomed the inter-regional consultations that were held on sustainable transport connectivity which assisted in the implementation of the ITC strategy and in particular its pillar on inter-regional connectivity. WP.5 invited the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation if possible, with the other UN regional commissions as well as other regional / interregional organizations and relevant projects.
4 (a)	ECE/TRANS/WP.5/2021/4	WP.5 took note of the information concerning the further development of the Observatory and invited interested stakeholders (including national Governments and Multilateral Development Banks) to participate in a test phase. The Working Party invited the secretariat to provide necessary assistance to national delegates and representatives of other stakeholder entities in conducting these tests, including through providing dedicated accounts for testing. It also requested the secretariat to inform the ITC Bureau and the Committee on the development of the Observatory and possible outcomes of the tests once they are completed.
4 (b)	ECE/TRANS/WP.5/2021/5 ECE/TRANS/WP.5/2020/7/Rev.1	WP.5 took note of the progress made by the Group of Experts, in particular regarding the additional questionnaires on transport maintenance and operation costs it had prepared. WP.5 supported the idea that these questionnaires be submitted to mode-specific Working Parties SC.1, SC.2 and SC.3/WP.3 for data collection purposes.

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		<p>WP.5 agreed to take a more proactive role in supporting the data collection efforts and to raise awareness about the Group's activities and try to support geographical expansion of the Group and its data findings leading to a more data rich final report to be presented by the Group at the 2022 WP.5 session.</p>
5 (a)	n.a.	<p>WP.5 welcomed the information on the progress in the work of the Group of Experts and appreciated the demand-driven approach adopted by the Group in delivering on its mandated outputs.</p> <p>WP.5 further welcomed the organisation of relevant workshops and thanked the Russian Federation for its engagement to co-organise a workshop on 'Climate resilience of transport systems – what do we need to know?' which is to take place in Moscow on 15-16 November 2021 at ROSDORNII during the Russian Transport Week.</p> <p>WP.5 also suggested to consider organisation of relevant awareness-raising events which would involve experts from interested countries from outside of the ECE region.</p> <p>Finally, WP.5 called upon countries to participate in the work of the Group if they have not done so yet, so as to be part of the important joint effort in working out solutions and good practice to make transport system (asset and operation) climate resilient.</p>
6	https://unece.org/transport/documents/2021/09/informal-documents/inland-transport-security	<p>WP.5 appreciated the workshop that was held on security aspects of dangerous goods transportation under its cluster of work on transport security. WP.5 agreed on the important role of implementation of the available regulatory framework surrounding dangerous goods, awareness raising and training of personnel and keeping up to date with the latest trends in this field.</p> <p>Upon a proposal by the Russian Federation WP.5 requested the secretariat to hold as part of its next session a seminar on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction, and operation.</p>
7	ECE/TRANS/WP.5/2021/6 ECE/TRANS/WP.5/2021/7	<p>WP.5 welcomed the workshop organized on green urban transport, thanked the co-organizers for their contribution and support and appreciated all presentations made by the experts. In particular, the Working Party noted the importance in terms of safety of sustainable urban mobility measures as well as the development of a sound regulatory framework on national and local level surrounding urban mobility and its impact on health and environment. It noted that this should entail both passenger and freight mobility.</p> <p>WP.5 also reiterated its interest to continue efforts on promoting and presenting trends and good practices under this topic as part of its cluster of work on sustainable urban transport.</p>

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		<p>WP.5 considered the proposal for establishing a Group of Experts on cycling infrastructure module and its proposed mandate and terms of reference as contribution to the implementation of the pan European Masterplan for cycling Promotion adopted at the fifth high-level meeting of THE PEP in Vienna in May 2021 in close liaison with THE PEP Partnership on Cycling Promotion/ Active Mobility. WP.5 then approved the establishment of a new Group of Experts and adopted the terms of reference with the additions of Austria as contained in Annex I. WP.5 also requested the secretariat to submit these adopted terms of reference to ITC and ExCom for their approval.</p>
8 (a)	ECE/TRANS/WP.5/2020/10/Rev.1	<p>WP.5 took note of the recommendations for possible further action put forward in the revised version of the working document on taking stock of the resilience of the inland transport sector to pandemics and international emergency situations – the way ahead (ECE/TRANS/WP.5/2020/10/Rev.1) that was prepared following the third session (held in June 2021) of the Multidisciplinary Advisory Group held with participation and contributions by ICAO and IMO.</p> <p>In particular, the Working Party requested the secretariat to prepare an official document including the recommendations developed so far as well as a proposed action plan for their implementation and to develop a concept note for further information exchange and possible contingency planning for rail as well as road and inland waterways for the forthcoming ITC session.</p> <p>WP.5 also requested the secretariat to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to enable their prioritized access to healthcare systems.</p>
8 (c) i.	ECE/TRANS/WP.5/2021/8 ECE/TRANS/WP.5/2021/8/Add.1	<p>WP.5 noted the completion by the secretariat of a set of Sustainable Inland Transport Connectivity Indicators in the framework of the UNDA project in collaboration with ESCWA and ECLAC. The set provides a tool for countries to assess their degree of external connectivity in terms of transport, logistics, inter-operability, border crossing and trade processes.</p> <p>WP.5 suggested that after the finalization of the UNDA project the secretariat organizes a capacity building workshop for Governments on how to use the indicators. WP.5 also requested the secretariat to publish in 2022 the full set of indicators and the experiences of the five pilot countries that have used them as an official United Nations publication in the three ECE working languages.</p>
9	ECE/TRANS/304	<p>WP.5 took note of the request put forward by the ITC at its eighty-third session asking for a progress report on actions that advance the implementation of the ITC Strategy. It requested its Chair and the secretariat to report on activities of WP.5 in support to the implementation of ITC Strategy to ITC through the ITC Bureau.</p>