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Inland Transport Committee
Working Party on Transport Trends and Economics
Thirty-fifth session

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Item 13 of the provisional agenda

Adoption of main decisions
Report of the Working Party on Transport Trends and Economics on its thirty-fifth session
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I. Attendance

1. The Working Party on Transport Trends and Economics (WP.5) held its thirty-fifth session from 5 to 7 September 2022. The meeting was chaired by Mrs. E. de Wit (Netherlands) and was attended (remotely and in-person) by 215 delegates. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Albania, Armenia, Austria, Azerbaijan, Bosnia and Herzegovina, Bulgaria, Canada, Croatia, Cyprus, Czechia, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. Representatives of Bahrain, Colombia, India, Iran (Islamic Republic of), Lebanon, Rwanda, South Africa and Thailand attended under Article 11 of the Terms of Reference of ECE. Representatives of the European Union were also present. The State of Palestine attended as an observer.

2. The following United Nations organizations and specialized agencies were represented: Economic and Social Commission for Asia and the Pacific (ESCAP), Economic and Social Commission for Western Asia (ESCWA), Economic Commission for Africa (ECA), Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Environment Programme (UNEP), United Nations Global Programme on the Protection of Vulnerable targets at the United Nations Office of Counter-Terrorism, United Nations Human Settlements Programme (HABITAT), Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS), Trans-European Motorway Project (TEM), Trans-European Railway Project (TER), World Bank Group.

3. The following intergovernmental organizations were represented: Asian Development Bank (ADB), Centre for Transportation Studies for the Western Mediterranean (CETMO), Economic Cooperation Organization (ECO), Intergovernmental Commission of the Transport Corridor Europe-Caucasus-Asia (TRACECA), Islamic Development Bank (IsDB), Organization for Security and Co-operation in Europe (OSCE) and Union for the Mediterranean.

4. The following non-governmental organizations, private sector associations and academia were represented: Association of Forwarding and Logistics Czechia, Association of the Bulgarian Enterprises for International Road Transport and the Roads (AEBTRI), Barleti University, Bike in time, City of Amsterdam, Coop Carbone, Dird Group, Eastern Africa Land Administration Network, eLaad.NL, ElaadNL, E-learning developer, ENVERÇEVKO, European Cyclists' Federation (ECF), Federation of Freight Forwarders' Association in India, European Fuels Manufacturers Association, Geneva Public Transport (TPG), GES Group, Greater Caspian Association, HUPAC Intermodal, International Academy of Architecture, International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Federation of Freight Forwarders Associations (FIATA), International Road Transport Union (IRU), International Union of Railways (UIC), King Mongkut's University of Technology Thonburi, Motilal Nehru National Institute of Technology, NCC, POLIS Network of European Cities, Proactima, Regions for Transport Innovation, Russian Road Research Institute (ROSDORNII), Russian University of Transport, United Transport and Logistics Company – Eurasian Rail Alliance (JSC UTLC ERA), University of Belgrade, Faculty for Transport and Traffic Engineering, University of Melbourne and World Bicycle Industry Association (WBIA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/71

5. In accordance with the Commission's rules of procedure, the Working Party on Transport Trends and Economics (WP.5) adopted the provisional agenda for its thirty-fourth session as contained in ECE/TRANS/WP.5/71.

III. Interregional workshop on electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning (agenda item 2)

Documentation: ECE/TRANS/WP.5/2022/2; WP.5 (2022) Informal document No. 1

6. On 5 September 2022, further to a request of the Working Party at its thirty-fourth session inviting the secretariat to continue holding and facilitating interregional transport consultations on targeted topics of interest, an interregional workshop on electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning was organized as part of the WP.5 cluster of work on "sustainable urban mobility, public transport, and cycling". At ECE, the workshop was co-organized by the Sustainable Transport Division, the Sustainable Energy Division and the Housing and Land Management Section. It was supported by the five United Nations regional commissions: ESCAP, ESCWA, ECA and ECLAC.

7. Inter alia, the workshop provided an opportunity for reflection on and further inputs to document ECE/TRANS/WP.5/2022/2 titled "Taking stock of new trends towards electric vehicle charging infrastructure". It featured speakers from a varied group of countries, including Colombia, Netherlands, Russian Federation, Rwanda, Spain, Sweden, Switzerland, Thailand, and Ukraine and benefited from contributions by Elaad.NL, FIATA, the Mobility and Vehicle Technology Research Center (MOVE) at the King Mongkut's University of Technology Thonburi (KMUTT) and the POLIS network.

8. The workshop provided a comprehensive platform for representatives of city and urban transport authorities, grid managers as well as spatial planners, Ministry of Transport/Mobility experts, NGOs and academia from around the world to exchange views on trends, opportunities and challenges in the field of electrification of road vehicles at urban, suburban, and regional levels. Participants also discussed the policy and infrastructure needs that these developments create for transport, energy and spatial planning, inter alia in an urban environment.

9. Participants in the workshop agreed on the high relevance of several related aspects, including:

- The need to develop a deeper understanding of e-mobility of road vehicles and its consequences for and interaction with the electricity grid.
- The significant role of developing sound regulatory frameworks surrounding e-mobility of road vehicles combined with effective implementation of medium to long-term strategies, policies and practices aimed at accelerating the transition to e-mobility in road transport, in particular in an urban and suburban context.
- The importance of adapting existing transport infrastructure and spatial planning approaches to arising e-mobility requirements. In this regard, agreement was reached on the significance of accommodating new types of Electric Vehicle (EV) smart charging solutions in cities and regions both for passenger and public transport vehicles (including among others: wireless electric vehicle charging/ inductive charging; pop-up pavement chargers; innovative use of existing roadside infrastructure, "charging on the go" etc.).
- The need to also consider e-mobility solutions and requirements for urban and long-distance road freight transport including for commercial electrical vehicles, eLight Duty Vehicles (eLDVs) and eHeavy Duty Vehicles (eHDVs) and their charging infrastructure. Regarding the latter, participants agreed on the pivotal role that regional central freight consolidation centres could play in providing a gateway to urban and long-distance freight transport electrification.
- The importance to continue work on regulatory tools for standardized communication between charging infrastructure and vehicles and electric vehicle supply equipment (EVSE) (de jure) standards and other related standards and/or protocols.

10. WP.5 welcomed the interregional consultations that were held on electrification of urban mobility and appreciated the fact that this was co-organized by the ECE Sustainable Transport, Sustainable Energy, and Housing and Land Management. WP.5 invited the secretariat to continue holding and facilitating such consultations on targeted topics of interregional interest, in cooperation, if possible, with the other United Nations regional commissions as well as other regional / interregional organizations and relevant projects.

11. The proceedings of the workshop, presentations and all workshop materials are available on the website of the WP.5 thirty-fifth session available at: <https://unece.org/transport/events/wp5-working-party-transport-trends-and-economics-35th-session>.

IV. Development of transport networks and/or links (agenda item 3)

A. Euro-Asian Transport Links

Documentation: ECE/TRANS/WP.5/2022/1; Informal document WP.5 (2022) No. 2

12. Under this agenda item, the Chair informed the Working Party that the Inland Transport Committee at its eighty-fourth session in February 2022, acknowledged the ongoing WP.5-led efforts on the operationalization of Euro-Asian Transport Links (EATL) and that it had noted WP.5 endorsement of the initiative of the Governments of Azerbaijan, Georgia, Kazakhstan Türkiye and Ukraine to develop and implement an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and Corridor Performance Review (COPR) Mechanism and had invited these Governments and the secretariat to provide an update on progress made at its next session in February 2023.

13. With this mandate in mind, the WP.5 secretariat jointly with the ECO secretariat co-organized under agenda item 4 (a) a designated Expert Round Table to discuss the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors including the availability of reliable corridor wide agreed timetables and tariffs as well as en route border crossing point efficiency.

14. The Expert Round Table gathered senior railway, transport and customs officials from the following countries on both corridors: Azerbaijan, Georgia, the Islamic Republic of Iran, Kazakhstan, Türkiye and Uzbekistan. Based on document ECE/TRANS/WP.5/2022/1, prepared by the secretariat, the round table led to a prioritized list of actions to be taken in relation to the harmonization of existing tariffs, services and time schedules and already documented physical/ non-physical challenges and bottlenecks. The document contains corridor specific data and information collected through a network of national railway, transport and customs focal points and provides an overview of trade and transport developments between Europe and Asia and their impact on the Trans-Caspian and Almaty-Istanbul corridors. It also provides a short analysis of the logistics performance of both corridors and a railway capacity assessment at individual country level.

15. The Expert Round Table was divided into two interactive panel discussions. Panel I focused on defining “Concrete next steps towards reliable, corridor-wide timetables and tariffs”. Discussions centred around a series of guiding questions on which panellists were invited to exchange views, including aimed at identifying:

(a) Key factors that slow down rail freight movements on both corridors, including at national, bilateral and/ or international levels, i.e. due to:

- Shortcomings in infrastructure and/ or rolling stock.
- Operational limitations put in place (e.g. only nightly operations; priority given to passenger trains over freight trains (and lack of sidings) etc.).
- Insufficient quality of Internet Communication Technology connectivity.
- Border crossing/ transshipment inefficiencies.

- Lack of harmonized operating standards or procedures and lack of technical interoperable standards.
- (b) Reasons for remaining discrepancies in freight rail transport costs among individual countries on the same corridor or segment thereof.
- (c) Ways to strengthen use of the current network capacity for railway operations on both corridors.
- (d) Key factors hampering the establishment of a corridor-wide established timetable and tariff.
- (e) Opportunities to enhance the trust of the market in the corridor services under discussion.

16. Panel II focused on concrete next steps towards efficient, harmonized en route border crossing and customs services. Discussions centred around guiding questions on which panellists were invited to exchange views, including aimed at identifying main bottlenecks at rail freight border crossing points or transshipment points of international significance and solutions that are being deployed.

17. In this regard, participants took stock of:

- The availability or lack thereof of information exchange/ delegation of authority mechanisms among different control agencies both domestically and bilaterally.
- The use of digitalized transport and customs documents in cross-border rail freight operations.
- The use of new technologies and non-intrusive inspection methods.
- The availability of joint control facilities involving officials from various agencies and from both sides of the border conducting inspections together.
- The implementation levels of special arrangements surrounding rail freight transit e.g. based on advance information from the country of origin and/or destination and the availability of border crossing facilitation measures specifically for container block trains.
- The use of electronic information systems for sharing information; railways to railways electronic data interchange (EDI); Standardization and harmonization of data requirements; rail transport Single Window facility/system etc.

18. Participants in the round table thanked ECE and ECO secretariats for organizing the round table and indicated their interest to continue such targeted discussions, at regular intervals, in the framework of a newly established corridor coordination committee. It was stressed that such effort, co-facilitated by ECE and ECO under the auspices of WP.5, should aim at (a) offering a platform for stronger coordination and combined efforts at corridor-wide level, (b) more effectively addressing remaining technical obstacles, and (c) enhancing rail freight volumes and better use of the available capacity on both corridors. The Chair and the secretariat expressed their readiness to set up such a committee and to continue hosting, result-oriented consultations with the Governments involved as well as private sector operators from across the region.

19. WP.5 noted with appreciation the targeted discussions that took place at the round table organized by the ECE and ECO secretariats aimed at discussing the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors. It welcomed the request of participating railway companies and customs administrations from countries on both corridors to establish a coordination committee that would gather periodically in the format of a Group of Friends of the WP.5 Chair co-facilitated with the ECO secretariat to exchange views and information on inter alia the following issues: Remaining technical interoperability issues, the establishment of a unified time schedule and tariffs for both corridors; the development of a marketing plan for the corridor which could serve as a basis to attract higher interest levels from private sector operators and freight forwarders as well as to boost digitalization efforts of transport and customs documents. WP.5 requested the countries

concerned and the secretariat to prepare an update report ahead of its annual session next year.

20. Regarding issues on the evaluation of international transport corridors performance, WP.5 requested the secretariat to take into account more initiatives, data and studies of other international organizations, institutions, research centres as well as those received from countries.

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

Documentation: Informal document WP.5 (2022) No. 3

21. The TEM and TER project managers informed WP.5 about the TEM and TER activities implemented over the reporting period 2021–2022 as contained in Informal document No. 3.

22. The main TEM activities included:

(a) The publication of four study reports: (i) the development of a business model for the road sector (including TEM network considerations and recommendations); (ii) Tools for asset management (including TEM recommendations for road operators); (iii) the development of a Building Information Modelling (BIM) model for road infrastructure; and (iv) Guidelines on work zone safety; Data management in road transport infrastructure (including in the context of Intelligent Transport Systems (ITS); Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure and Electronic Toll Collection (ETC).

(b) The elaboration of a new TEM Strategic Plan 2022–2026 with increased emphasis on producing forecasts in respect to the traffic demand and infrastructure availability in the TEM region. Planned activities include among other things preparation of a report on the management of climate change risks in the road infrastructure sector as well as the organization of a workshop on current practices in the field of road and rail network planning and experience sharing in multimodal corridor planning.

23. The main TER activities focused on:

(a) Finalization of the TER Strategy until 2025 based on four strategic goals: (i) Facilitation of rail and multimodal transport development and integration of the TER region; (ii) Promotion of efficient performance of railway corridors; (iii) Promoting the sustainable development of TER member States by raising awareness of the economic and environmental effects of rail projects; and (iv) Becoming a promoter of innovative railway solutions.

(b) Publication of Phase 2 of the TER High Speed Rail Master Plan. This phase provides further analysis on the technical, legislative and socioeconomic aspects of the Master Plan and provides conditions for the establishment of national and international networks, as well as elaborates on financial and planning elements for high-speed railway networks.

(c) Transformation of TER infrastructure data in a GIS format and a study on compliance of TER countries' infrastructure to technical parameters identified in international legal agreements.

24. WP.5 thanked the representative for the information provided and requested that a similar update be provided at its next session.

C. Trans-European Transport Network

25. The EC representative briefed WP.5 about the revision process regarding the Trans-European Transport Network (TEN-T) regulations. As part of achieving the objectives of the European Green Deal and in line with the Sustainable and Smart Mobility Strategy and the Global Gateway, the objective is to revise the TEN-T regulations to effectively contribute to the decarbonisation of transport systems. The revision of the regulations aims at reaching four general objectives (a) making transport greener in line with the climate neutrality targets, (b) facilitating seamless and efficient transport contributing to better cross-border connectivity and interoperability including with Eastern Partnership and Western Balkan

countries, (c) increasing the resilience of the TEN-T network to climate change (d) improving the efficiency of the governance process of the TEN-T regulations.

26. WP.5 thanked and took note of the information provided.

D. Transport in the Mediterranean Region

27. CETMO updated WP.5 on its activities since the previous session. Key achievements include the tenth Ministerial conference of Ministers of Transport of the Western Mediterranean region (GTMO 5+5) which took place in 2021; the further operationalization of a digital observatory for transport and logistics; the establishment with the support of IsDB of an action plan for the multimodal Trans-Maghreb Corridor and the establishment of an observatory in Gibraltar to monitor transport flows between Africa and Europe.

28. The Union for the Mediterranean informed WP.5 about ongoing preparations for the upcoming Union for the Mediterranean Ministerial Conference on Transport scheduled for the final quarter of 2022 and the Regional Transport Action Plan (RTAP) until 2027 which is expected to be adopted and will provide guidance for coordinated action in the region covering all inland transport modes as well as maritime transport and civil aviation. The representative informed WP.5 that RTAP is based on two pillars: (a) regulatory convergence aimed at harmonization of transport rules and standards, and (b) the planning and implementation of an integrated multimodal transport network bridging the Trans-European Transport networks (TEN-T) with the Western Mediterranean region.

29. The representative of the European Commission expressed its gratitude for the excellent cooperation DG MOVE has developed with the secretariat of the Union for the Mediterranean both as co-chair of the transport sector group and in the framework of several technical assistance projects in rail, maritime and aviation sectors. Such joint activities are focused on maritime safety and security, prevention of pollution, railway safety and interoperability, road safety and urban transport.

30. WP.5 thanked the representative of the Union for the Mediterranean and took note of the information provided.

E. Other initiatives on transport corridors/ links development

31. Under this agenda item a representative of the International Coordinating Council on Trans Eurasian Transit Transportation (ICCTT) took the floor and briefed on his organizations 'ongoing scope of work. The representative emphasized the complexity of modern-day transport networks consisting of various inter-linked nodes and infrastructure assets including container terminals of seaports, warehouse terminals, freight villages and dry ports. He stressed that while traditional supply chain requirements such as reliability, safety and security, as well as delivery time and economic efficiency remain essential, new requirements such as digitalization and environmental sustainability are increasingly important. The representative emphasized that a customer service oriented multimodal transport system is best equipped to meet these requirements and that ICCTT is contributing to this in the framework of several designated working groups including from a geographical angle (focusing on East-West and North-South transport flows) as well as from a thematic angle (focusing on multimodal transport, Information Technology (IT) and greening of the transport sector).

32. The representative of the ECO secretariat, took the floor and briefed on various projects in support of rail and road corridor development in the ECO region, including the one connecting Islamabad-Teheran-Istanbul. He informed that the first commercial truck run was conducted from Pakistan through Iran (Islamic Republic of) via Azerbaijan to Türkiye and that a first successful Islamabad-Teheran-Istanbul (ITI) cargo train operation was conducted in December 2021. The ECO representative reiterated the readiness of his organization to continue working on the further operationalization of these routes with the countries involved and in partnership with the ECE secretariat.

33. A representative of the Greater Caspian Association intervened and introduced his organization which works in partnership with the World Economic Forum. It gathers all Caspian Sea and Black Sea littoral States and supports them in getting their commodities (including, energy resources, petrochemical and agricultural products) to the world markets. He stressed that currently the region (in particular, Central Asia) faces a huge container use inefficiency, given that around 100,000 units have been abandoned, while they could have been reintegrated in the global container stock. Further to a potential damaging environmental impact, this also has economic efficiency consequences. In conclusion the representative emphasized that these challenges can only be addressed through joint and coordinated action by public and private sectors.

34. The representative of ECF suggested that when developing long distance transport infrastructure such as railway lines and stations or motorways, one should consider to pro-actively integrate cycling infrastructure solutions rather than retrofitting them (e.g. when an interchange or train station has already been built). Without for example sufficient density of safe crossings for cyclists, the long-distance infrastructure can form a significant barrier for sustainable and active mobility and providing additional tunnels or bridges at a later stage is more costly and complicated than integrating them in the original project. As an example, reference was made to TEN-T where the upfront integration of cycling infrastructure elements is under consideration in the current revision of the TEN-T regulation.

V. Transport infrastructure data (agenda item 4)

Documentation: ECE/TRANS/WP.5/2022/3; ECE/TRANS/WP.5/2022/6

A. International Transport Infrastructure Observatory

35. Under this agenda item, the ECE secretariat, jointly with the secretariats of ESCWA, Islamic Development Bank, ECO and CETMO held an inaugural launch meeting of the Geographical Information System (GIS) based International Transport Infrastructure Observatory (ITIO). The secretariat provided a live demonstration of the various functionalities ITIO offers. The secretariat also informed that so far, a group of about ten Governments had nominated a national focal point to start using ITIO in a test phase. In this regard, it drew attention to document ECE/TRANS/WP.5/2022/3 which contains a questionnaire based on which ITIO users have been invited to provide written feedback on their user experience, identify areas for improvement and define additional features to be developed. The document also contains a technical user manual, including guidelines on how to edit existing data on infrastructure networks on the GIS platform.

36. WP.5 appreciated the inaugural meeting of the International Transport Infrastructure Observatory and welcomed the finalization of the platform after several years of combined efforts among ECE, IsDB, ESCWA, CETMO and ECO and called upon Governments that had not yet done so to appoint National Focal Points and start exploring its functionalities, provide feedback on their user experience and start feeding it with additional geocoded data. 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.

B. Benchmarking Transport Infrastructure Construction Costs

Documentation: ECE/TRANS/WP.5/2022/6

37. The Chair of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (GE.4) together with lead countries Türkiye (on road) and Polish Railways (on rail) presented the final report of the Group as contained in ECE/TRANS/WP.5/2022/6.

38. WP.5 considered and adopted the final report and requested the WP.5 secretariat to explore avenues to continue these efforts, including on maintenance costs of transport infrastructure including in the framework of the TEM and TER projects; to upload the

analysis and data findings of GE.4 onto ITIO and to create as part of ITIO automated dashboards that would allow Governments, in a secured IT environment, to continue sharing information about transport infrastructure costs. WP.5 requested the secretariat to officially publish the GE.4 final report as a United Nations publication in the three ECE working languages.

VI. Transport and climate change (agenda item 5)

A. Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport

39. The secretariat informed on progress made by the Group of Experts in implementing the 2020–2025 mandate. The Group focused on identification of weather phenomena thresholds which should be referred to in new weather hazard projections to be displayed on GIS maps. The Group further initiated work on the framework for stress tests of transport assets as well as started researching the theme of adaptation pathways in transport. Also, a survey was prepared to collect data on economic losses due to extreme weather events. The information collected is aimed at presenting business cases when investments in adaptation pay off. Finally, information was given on efforts in designing a workshop for the Mediterranean region on climate change impacts and adaptation needs of the transport sector. This workshop should be organized jointly with ESCWA as well as other relevant partners that work in the region and hosted and led by the Government of France.

40. The Working Party welcomed the information on the progress in the work of the Group and appreciated the demand-driven approach adopted by the Group in delivering on its mandated outputs.

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

41. The Working Party was informed by the Secretary of the Working Party on Pollution and Energy that the ForFITS model has now been mainstreamed as part of the periodical Environmental Performance Reviews led by the ECE Environment Division and that it is also being used for several internal studies conducted by the ECE Sustainable Transport Division in the framework of THE PEP. The further expansion of the ForFITS 1.0 with additional features as well as the development of new a simplified ForFITS 2.0 are under consideration, and subject to additional funding and efforts are being made to establish partnerships aimed at promoting its broader use and joint development. Reference was made to a workshop that took place to assess the real-time upstream emissions of electric vehicles during recharge where stakeholders had suggested to go beyond annual averages to calculate EV electricity use emissions and to explore the mitigation potential of EV recharge during low carbon intensity hours.

42. WP.5 thanked the secretariat for the information provided and requested that a similar update be provided at its next session.

C. Critical role of inland transport in accelerating climate change mitigation

Documentation: ECE/TRANS/WP.5/2022/5

43. Under this agenda item, the secretariat informed that in response to a request of ITC at its last session, it had prepared, with the support of researchers at Birmingham University, document ECE/TRANS/WP.5/2022/5 which provides an overview of what the aviation and maritime transport sectors are doing in reducing their environmental footprint. The secretariat informed that in the context of the work undertaken by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) and by other stakeholders, possible next steps for the inland transport sector to increase its own efforts

were presented in the document. It then invited WP.5 to share its feedback on the proposals contained in the document and provide guidance on how it sees its own role and the role of the Committee in further advancing the inland transport sector decarbonization agenda, particularly in view of its new Terms of Reference adopted by the Economic and Social Council (ECOSOC) acknowledging the ITC role as the United Nations platform for inland transport.

44. Given the mandate by ECOSOC, WP.5 requested the secretariat to continue to liaise on this issue with regional commissions as well as the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). WP.5 considered document ECE/TRANS/WP.5/2022/5 which provides an overview of what the aviation and maritime transport sectors are doing in reducing their environmental footprint and provides several recommendations on how to increase the role of the Committee and its subsidiary bodies in this area. It requested the WP.5 secretariat to seek feedback from the secretariats of other relevant Working Parties and revise the document on this basis ahead of submitting it to ITC through its Bureau.

45. The secretariat informed that WP.5 representatives interested in submitting their written feedback and comments on the document could do so by 30 September 2022.

VII. Inland transport security (agenda item 6)

Documentation: Informal document WP.5 (2022) No. 4

46. A Roundtable on “Protection of transport infrastructure at the stages of design, construction and operation” was held under this agenda item in the framework of the annual 2022 ECE Inland Transport Security Forum. The event featured keynote speakers from a variety of stakeholders including from the United Nations Global Programme on Countering Terrorist Threats against Vulnerable Targets at the United Nations Office of Counter-Terrorism; Proactima, a Norway-based advisory firm; as well as relevant authorities in the Russian Federation and Türkiye.

47. Panellists and participants took stock of the security threats to critical inland transport infrastructure at the stages of planning, design, and operation and identified possible policies and approaches that can help to address these challenges most effectively. In this regard, participants learnt about the content and scope of application of relevant United Nations Security Council resolutions, in particular No. 2341(2017) and No. 2396 (2017), and were informed about the availability of thematic training modules on the protection of vulnerable targets and terrorist threats based on which capacity-building is provided to Member States. Participants also benefited from the national examples provided by the speakers of the Russian Federation and Türkiye, stressing the importance of developing a strong regulatory and legal framework surrounding security of transport infrastructure on the one hand and providing a broad range of practical measures that need to be put in place and observed during the design, construction and operation phases of critical transport infrastructure on the other hand. In conclusion, participants agreed that countries should define what constitutes critical infrastructure and “soft” targets in their national context and based on that develop a national strategy to protect critical transport infrastructure from security risks, including cyber threats. In this regard, participants recognized the need for using a risk-based approach and the development of a common assessment methodology, including through setting up multi-agency and inter-agency structures and cooperation mechanisms required to ensure that security aspects are understood and implemented in a consistent manner.

48. WP.5 appreciated the workshop that was held on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction and operation and agreed on the important role of developing a sound regulatory and legal framework surrounding transport security and that both fixed infrastructure as well as digital infrastructure need to be included in all stages. WP.5 also underlined the need for Governments to stay up to date with the latest trends and practices in this field. The Working Party, upon a proposal by the secretariat decided to hold as part of the next WP.5 session a designated seminar on cyber security threats to electrical vehicle charging stations (EVCS). Such effort should be undertaken as a cross-divisional effort with cooperation from other

relevant Working Parties including the Working Party on Road Transport (SC.1), or the Informal Working Group on Intelligent Transport Systems under the World Forum for Harmonization of Vehicle regulations.

49. The concept note, programme and full set of presentations delivered at the workshop are available at: <https://unece.org/transport/events/wp5-working-party-transport-trends-and-economics-35th-session>.

VIII. Sustainable urban mobility, cycling and public transport (agenda item 7)

50. Under this agenda item, WP.5 welcomed the interregional workshop on Electrification of mobility, including at urban level – challenges and opportunities for transport, energy and spatial planning” co-organized by the ECE Sustainable Transport and Sustainable Energy Divisions and the Urban Development Housing and Land Management section of the secretariat on 5 September 2022. 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.

51. The Chair of the Group of Experts on Cycling Infrastructure Module (WP.5/GE.5) which was established under WP.5 auspices in support of the adoption of the THE PEP Pan-European Cycling Master Plan in May 2021 briefed the Working Party about planned activities of the Group. WP.5 was reminded that in accordance with its mandate, GE.5 is to serve as a platform to collect data on national cycling infrastructure, and to analyse the data and to propose routes in the ECE region, based on existing national and EuroVelo cycling routes, to form an ECE cycling network. A second GE.5 tasks involves the elaboration of common definitions for various types of cycling infrastructure as well as new road signs for signposting the cycling routes. The GE.5 Chair informed that at the Group’s first session in June 2022 the Governments of Germany, Portugal and Spain had pledged to provide data on its cycling infrastructure and that all other countries had been invited to do so as well. GE.5 had also agreed to elaborate a discussion paper on cycling routes parameters/attributes and usage categories and to prepare a guide for designation of national cycling network (covering the process of routing as well as routes parameters). With regard to the elaboration of definitions, the GE.5 Chair informed that document ECE/TRANS/WP.5/2021/6 is used as a basis and that when considering the development of new cycling related road signs the Group is cooperating with the Group of Experts on Road Signs and Signals (a body under WP.1). The GE.5 Chair invited all member States to join the next session of the Group which will be on 28 and 29 November 2022.

52. WP.5 thanked the GE.5 Chair for the information provided and requested that a similar update be provided at its next session.

IX. Review and monitoring of emerging issues and sustainable development goals (agenda item 8)

A. Transport trends and challenges in the road, rail and inland waterway sectors

Documentation: ECE/TRANS/WP.5/2022/2; ECE/TRANS/WP.5/2022/4

53. Under this agenda item, the Chair reminded WP.5 that at its thirty-fourth session (September 2021), it had requested the secretariat to prepare an official document for the forthcoming ITC session: (a) To provide an overview of all recommendations developed by the Informal Multidisciplinary Advisory Group (IMAG) until then, as well as an action plan for their implementation; and (b) To develop a concept note for further information exchange and possible contingency planning for rail, road and inland waterways (issued as ECE/TRANS/2022/19).

54. The secretariat then informed WP.5 that ITC at its eighty-fourth session in February 2022 appreciated these additional efforts undertaken by IMAG, welcomed the recommendations for further action and adopted the proposed action plan. In particular, the Committee welcomed the concept note developed by the secretariat regarding contingency planning for rail, road, inland waterways and intermodal transport and requested the secretariat to present these proposals to the relevant Working Parties for their consideration and possible further elaboration. The secretariat invited WP.5 to consider document ECE/TRANS/WP.5/2022/4 which is a revised version of ECE/TRANS/2022/19 and to provide guidance on next steps aimed at enhancing the resilience of the inland transport sector to and preparedness for future pandemics and/or international emergency situations. In this regard, the secretariat invited countries interested in strengthening their international transport sector contingency management systems to consider participating in an extra-budgetary funded pilot project on “Building resilient, climate adaptive and economically viable transport infrastructure networks”.

55. WP.5 appreciated document ECE/TRANS/WP.5/2022/4 prepared by the secretariat upon request of the Working Party at its last session. The Working Party appreciated that the proposed action plan for implementation by mode specific Working Parties of the recommendations produced by IMAG had been adopted by ITC at its session in February 2022 and requested the secretariat to follow up with these Working Parties regarding the implementation of this action plan. The Working Party also welcomed the proposal by the secretariat inviting interested countries to participate on a voluntary basis in a pilot project aimed at developing an International Contingency Management system for road, rail or inland waterways (IWW) on a specific segment of a corridor.

56. Under this agenda item, building further on the inputs received in the framework of agenda item 2 the secretariat presented ECE/TRANS/WP.5/2022/2 titled “Taking stock of new trends towards electric vehicle charging infrastructure” and provided an overview of preliminary ideas for a stronger role by the Inland Transport Committee (ITC), its own role as a think-tank of ITC and that of its sister Working Parties.

57. Preliminary recommendations covered in paragraphs 41 and 42 of the document include, inter alia:

- Establishment, under WP.5 auspices, of a steady workflow on general trends and developments surrounding passenger EV.
- Organization by WP.5, as part of its cluster of work on transport security, possibly in cooperation with the Working Party on Road Transport (SC.1) and/or the Informal Working Group on Intelligent Transport Systems under the World Forum for Harmonization of Vehicle Regulations (WP.29) of a designated round table discussion on security aspects of EVCS, both in terms of cyber security threats, as well as in terms of physical security of users during the charging process.
- Establishment, under the Working Party on Road Transport (SC.1) and/ or the Working Party on Intermodal Transport and Logistics (WP.24) of a workflow on general trends and developments for commercial EVs including eLDVs and eHDVs and their charging infrastructure.
- Creation of a group of experts under ITC with participation of the ECE Committee on Sustainable Energy to work on regulatory tools for standardized communication between charging infrastructure and vehicles and EVSE (de jure) standards and other related standards and/or protocols.
- Initiation, through the Working Party on Transport Statistics (WP.6), of data collection on EVs and EVSE by developing, where required, data definitions and by setting up a specific data collection mechanism covering both the grid and vehicle sides.

58. The representatives of Germany and Sweden expressed their support for further consideration of the preliminary recommendations and proposals contained in the document. WP.5 welcomed document ECE/TRANS/WP.5/2022/2 prepared by the Sustainable Transport Division in close consultation with the Sustainable Energy Division as mandated by ITC at its session in February 2022. WP.5 then endorsed the preliminary ideas formulated

in the document for a stronger role by ITC, its own role as a think-tank of ITC and that of its sister Working Parties and requested the secretariat to consult on these ideas with the relevant Working Parties, WP.29, WP.24, SC.1 and others before revising the document if needed and presenting the document to the Bureau for its feedback, ahead of submission to ITC at its session in February 2023.

59. The secretariat invited WP.5 members interested in submitting further written feedback and comments on the document to do so by 30 September 2022.

B. Transport trends and economics 2021–2022

60. In line with its endorsement of the preliminary ideas formulated in document ECE/TRANS/WP.5/2022/2, the Working Party requested the secretariat to designate its Transport Trends and Economics 2022–2023 publication on general trends and developments surrounding EVs and their charging infrastructure. WP.5 requested the secretariat to make sure that such a publication would include case studies and best practice examples from across the ECE region and beyond.

C. Technical assistance to countries with economies in transition

1. Sustainable Inland Transport Connectivity Indicators

61. Under this agenda item, the secretariat informed WP.5 that a new ECE publication on “Sustainable Inland Transport Connectivity Indicators (SITCIN) – Understanding the performance of road, rail, inland waterways and inter-modal transport systems” was available now and that an online multilingual SITCIN user dashboard and eLearning course had been developed as well.

62. WP.5 expressed appreciation for the efforts of the secretariat to contribute to the development of the SITCIN user platform and the fact that a publication on SITCIN has been issued and will be made available in the three ECE working languages.

2. Regional Adviser technical assistance

Documentation: Informal document WP.5 (2022) No. 5

63. The Regional Adviser of the ECE Sustainable Transport Division informed WP.5 about technical assistance activities by ECE to countries with economies in transition (Informal document No. 6). More information was provided on recent developments in relation to the ongoing Road Safety Performance Reviews (RSPRs) conducted by the Secretariat of the United Nations Special Envoy for Road Safety with support of the ECE Sustainable Transport Division and counterparts in other United Nations regional commissions. RSPRs are designed to help the beneficiary country to strengthen the road safety management capacities and effectively address and improve national road safety records. Inter alia, RSPRs support Governments to map gaps in national institutional, legal and regulatory frameworks and to assess the level of compliance with United Nations road safety legal instruments. WP.5 took note of the information provided. It requested the Regional Advisor to report on developments on technical assistance to countries with economies in transition at the next session.

3. Support for Landlocked Developing Countries

64. Under this agenda item, the secretariat informed the Working Party about progress being made regarding the implementation of the Vienna Programme of Action (VPoA) for Landlocked Developing Countries (LLDCs) 2014 – 2024. Reference was made to the organization, in August 2022, in Awaza (Turkmenistan), of a Ministerial Conference of LLDCs on “Financing for Better Connectivity”. The latter led to the adoption by LLDC Ministers of the Awaza Summary Statement which stressed among other things the need for greater collaboration on capacity-building, leveraging investment and financing for LLDCs’ transport infrastructure and the greater use of information and communication technologies in transport and transit systems. The Summary Statement also emphasized the urgency of

increasing investment in climate resilient infrastructure and of strengthening by LLDCs of the implementation of the WTO Agreement on Trade Facilitation as well as other international and regional trade and transport-related conventions and regulations.

65. The Working Party was informed that the ECE secretariat supports the implementation of transport related VPoA priorities inter alia through the establishment of ITIO which offers a GIS based platform operating as a virtual marketplace for attracting financing for national, regional, and interregional transport infrastructure projects as well as through the accelerated deployment of the eTIR International System on specific transport corridors connecting LLDCs and transit developing countries.

66. WP.5 thanked the secretariat for the information provided and requested that a similar update be provided at its next session.

4. Launch of LearnITC – the Inland Transport and Trade Connectivity eLearning Platform

Documentation: Informal document WP.5 (2022) No. 6

67. Under this agenda item a side event on the launch of LearnITC - the Inland Transport and Trade Connectivity eLearning Platform (LearnITC) was held, chaired by the Deputy Executive Secretary of ECE and organized jointly by the ECE Sustainable Transport and Trade Divisions. WP.5 welcomed the launch of the LearnITC platform which provides governmental and other stakeholders with targeted online training courses on the accession to and implementation of United Nations inland transport conventions and legal instruments. It was noted that through the promotion of sustainable transport and trade connectivity policies LearnITC strengthens the capacity, knowledge base and skills of institutional and sectoral stakeholders.

D. ECE Transport statistics analysis

68. The Working Party was informed of the latest updates concerning the Working Party on Transport Statistics (WP.6). This included reference to a new workflow on EV public charging data in the ECE region, the collection of quarterly tram and metro statistics for 140+ countries, the conduct of travel surveys and possible establishment of a travel survey repository, the tracking of data in relation to transport indicators in Sustainable Development Goals and identification of additional data requirements, and the ongoing work on improving transport statistics dissemination through the use of interactive data stories and other innovative products.

69. The WP.6 secretary emphasized that WP.6 stood ready for any requests for statistical cooperation with WP.5, in particular in relation to EVs.

70. WP.5 thanked for the information provided and requested that a similar update be provided at its next session.

X. Activities of United Nations Economic Commission for Europe bodies of interest to the Working Party (agenda item 9)

Documentation: ECE/TRANS/304

71. The Working Party was briefed by the secretariat on decisions that were taken by ITC at its eighty-fourth session (February 2022) of relevance to the work of WP.5. Inter alia, WP.5 took note of the request put forward by ITC at its eighty-fourth 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.

72. The Working Party was also informed by the secretariat that ITC at its last session, noting the critical role of inland transport in accelerating climate change mitigation

worldwide had requested the secretariat in consultation with the Bureau to prepare a comprehensive paper on action-oriented options for the Committee and its Working Parties in this important field for consideration at the Committee's eighty-fifth plenary session. The Chair suggested that in this regard ECE/TRANS/WP.5/2022/2 on "Taking stock of new trends towards electric vehicle charging infrastructure" and ECE/TRANS/WP.5/2022/5 on "Accelerating the inland transport sector's climate change mitigation measures - lessons learned from the aviation and maritime sectors" were to be submitted to the secretariat to serve as inputs to this comprehensive paper.

XI. Other business (agenda item 10)

73. There were no other issues raised under this item.

XII. Election of Officers for the Working Party sessions in 2023 and 2024 (agenda item 11)

74. The secretariat informed WP.5 that it had received two nomination letters: one written candidacy for the position of Chair (Netherlands) and one for the position of Vice Chair (Türkiye). The Working Party elected Mrs. Els de Wit (Netherlands) as Chair and Mr. Burak Aykan (Türkiye) as Vice-Chair for its sessions in 2023 and 2024.

XIII. Date of next session (agenda item 12)

75. The Working Party was informed that its thirty-sixth session was tentatively scheduled to take place in Geneva from 4 to 6 September 2023.

XIV. Adoption of main decisions (agenda item 13)

76. The secretariat informed the Working Party that in accordance with the special procedures put in place by the Economic Commission for Europe Executive Committee on 20 May 2020 regarding "Arrangements for the UNECE Inland Transport Committee subsidiary bodies to conduct business remotely during the COVID-19 period" recommendations on decisions will be submitted after the conduct of the session in accordance with Rule 44 of the Terms of Reference and the Rules of Procedure of ECE as contained in E/ECE/778/Rev.5 under a silence procedure of at least 72 hours.

77. The Working Party requested the secretariat in cooperation with the Chair to finalise the session report after adoption of the recommendations on decisions.
