


Economic Commission for Europe
Inland Transport Committee
Working Party on Transport Trends and Economics
Thirty-sixth session

Geneva, 4–6 September 2023

Item 13 of the provisional agenda

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

1. The Working Party on Transport Trends and Economics (WP.5) held its thirty-sixth session from 4 to 6 September 2023. The meeting was chaired by Ms. E. de Wit (Netherlands) and was attended (remotely and in-person) by 156 delegates. Representatives of the following United Nations Economic Commission for Europe (ECE) member States participated: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Croatia, Czechia, France, Georgia, Germany, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Malta, Moldova (Republic of), Netherlands (Kingdom of the), Poland, Portugal, Russian Federation, Slovenia, Spain, Sweden, Türkiye, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. Representatives of Brazil, India, Iran (Islamic Republic of) and Lebanon attended under Article 11 of the Terms of Reference of ECE. 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), Trans-European Motorway Project (TEM), Trans-European Railway Project (TER), United Nations Development Programme (UNDP) and World Trade Organization (WTO).

3. The following intergovernmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Economic Cooperation Organization (ECO), Intergovernmental Commission (IGC) Transport Corridor Europe-Caucasus-Asia (TRACECA), Intergovernmental Organisation for International Carriage by Rail (OTIF), International Transport Forum (ITF), Islamic Development Bank (IsDB), OECD Istanbul Centre, Organization for Co-operation Between Railways (OSJD), Organization for Economic Cooperation and Development (OECD) and Organization for Security and Co-operation in Europe (OSCE).

4. The following non-governmental organizations, private sector associations and academia were represented: AVERE Europe, Comité de la route Transsaharienne (CLRT), Continental AG, ElaadNL, European Barge Union (EBU), European Conference of Fuel Distributors (ECFD), GES Group, Global Battery Alliance, Greater Caspian Association, GreenBee, Institute for Transportation and Development Policy (ITDP), International Academy of Architecture, International Association Trans-Caspian International Transport Route (TITR), International Coordinating Council on Trans-Eurasian Transportation, International Council on Clean Transportation, International Council on Clean Transportation Inc., International Federation of Freight Forwarders (FIATA), International Organization of Automobile Manufacturers (OICA), International Organization of Motor Vehicle Manufacturers (IMMA), International Road Transport Union (IRU), International Union of Railways (UIC), Russian University of Transport, San Diego State University, Scientific and Research Institute of Motor Transport (NIIAT), Serbian Geology Society, Stichting Partnership on Sustainable, Low Carbon Transport (SLoCaT) Foundation, Sustainable Transport Africa, Swiss Federal Institute of Technology Lausanne (EPFL), The Energy Authority, United Transport and Logistics Company – Eurasian Rail Alliance (JSC UTLC ERA), World Business Council for Sustainable Development (WBCSD) and World Economic Forum (WEF).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.5/73

5. In accordance with the Commission's rules of procedure, WP.5 adopted the provisional agenda for its thirty-sixth session as contained in ECE/TRANS/WP.5/73.

6. The Chair informed the Working Party that the ECE Executive Committee (EXCOM) at its session on 15 May 2023, had terminated with immediate effect the "Special procedures that applied during COVID-19" which exceptionally and for a time-limited period had authorized conditions for hybrid meeting modalities regarding formal meetings. The Chair explained that given the variety of topics being discussed at the 2023 annual session of the

Working Party and for WP.5 to be able to play its role as inter-regional think tank, she and the Vice-Chair in consultation with the secretariat had secured that during specific agenda items (4 September between 10:00 and 13:00 and between 15:00 and 18:00; 6 September between 10:00 and 13:00) remote participation, with interpretation in the three ECE working languages, would be possible, thereby enabling broader consultations. At the same time, the Chair stressed that remote participants were only allowed to participate in a “consultative capacity” and that decisions could only be made by delegations attending in-person.

7. The Working Party appreciated the effort undertaken by Chair, Vice-Chair and secretariat to enable the current session to be held partially as a hybrid meeting. The Working Party proposed that also its next annual session is held in a hybrid format to allow for broader consultations regarding relevant agenda items. The Working Party requested Member States to consider providing funding for hybrid meeting modalities.

III. Interregional workshop multimodal transport corridor management (agenda item 2)

Documentation: WP.5 (2023) Informal document No. 1

8. On 4 September 2023, further to a request of the Working Party at its thirty-fifth annual session inviting the secretariat to continue holding and facilitating interregional consultations on targeted topics of interest, an interregional workshop on multimodal transport corridor management was organized as part of the WP.5 cluster of work on "development of transport networks and/ or links". Considering the request by the Inland Transport Committee (ITC) at its eighty-fifth session to hold consultations with OSJD and OTIF on the establishment of coordination mechanisms for the management of international transport corridors, OSJD and OTIF as well as other relevant regulatory international and regional stakeholders were invited to share their experience in this area.

9. The workshop, supported by the five United Nations regional commissions (ECE, ESCAP, ESCWA, ECA and ECLAC), offered a comprehensive platform for the exchange of valuable lessons learned in terms of corridor management approaches among policy makers and stakeholders in Europe, Asia, the Near and Middle East, Africa, and Latin America regions. It featured speakers from a varied group of countries, including Brazil, Türkiye and the Russian Federation and benefited from contributions by OTIF, OSJD, ESCWA, the Trans-Saharan Road Corridor Committee and IsDB.

10. The OTIF representative provided a detailed overview on the 1999 Convention Concerning International Carriage by Rail (COTIF) and its appendices as well as its role in facilitating international rail freight transport in the region. The OSJD representative provided a comprehensive briefing on the organization's role in corridor management covering issues related to the comprehensive mapping of corridors through offering an inclusive platform for dialogue among national railway undertakings from across the region as well as through the development of technical characteristics and operational performance aspects.

11. The Working Party recognized the importance of putting in place a sound regulatory framework in addition to infrastructure development and the instigation of a whole of corridor approach recognizing that a transport corridor is only as strong as its weakest link. Following the various presentations, the Working Party noted the significant differences in corridor management approaches between countries and regions and the opportunities for harmonization and lessons learned. The Working Party therefore decided it wishes to continue to offer a platform for the exchange of views on latest trends, opportunities, and challenges in the field of multimodal transport corridor management with a focus on legal, institutional, and regulatory aspects, across regions.

12. The Working Party invited the secretariat to continue holding and facilitating on a biennial basis such consultations on targeted topics of inter-regional interest, in cooperation, if possible, with other United Nations regional commissions as well as other regional / interregional organizations and relevant projects. It requested the secretariat, in accordance

with its newly proposed 2024–2025 biennial and long-term programme of work, to hold the next one at its session in 2025.

13. Considering the WP.5 and OSJD existing competences in the field of the development of the international transport corridors, the Working Party noted the importance of close coordination between those two bodies on these issues. The Working Party invited the secretariat jointly with the OSJD Committee to determine the possible forms of deepening such cooperation.

14. The proceedings of the workshop, presentations and all workshop materials are available on the website of the WP.5 thirty-sixth session available at: <https://unece.org/info/events/event/381119>.

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

A. Euro-Asian Transport Links

Documentation: ECE/TRANS/WP.5/2023/1; ECE/TRANS/WP.5/2023/2; Informal document WP.5 (2023) No. 2

15. Under this agenda item, the Chair and Vice-Chair together with the secretariat and the Corridor Coordinators (Georgia and Uzbekistan) appointed in the framework of the Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors established in the format of a Group of Friends of the WP.5 Chair, provided a progress update on efforts made since its last annual session. The outcomes from the first three sessions of the Coordination Committee (held in Geneva, December 2022; Istanbul/ Türkiye, June 2023 and Baku, July 2023) as well as the Committee's endorsed Terms of Reference and a 2023–2025 biennial programme of work were presented.

16. The Working Party was informed that the programme of work of the Coordination Committee consisted of five agreed thematic clusters of work, aimed at:

(a) Evaluation and prioritization of transport infrastructure construction and renewal requirements including for rolling stock and pool containers as well as missing infrastructure links.

(b) Digitalization, harmonization, and standardization of transport documents in use on the corridors (cover both uni- and multi-modal documentation).

(c) Assessment of the availability of reliable corridor-wide agreed timetables and tariffs.

(d) Evaluation of en-route border crossing efficiency on both corridors as well as identification, prioritization, and implementation of border crossing facilitation initiatives.

(e) Strengthening of the economic viability and resilience as well as environmental performance of the corridors.

17. The Chair announced that the upcoming fourth session of the Coordination Committee will likely take place in hybrid format in the final quarter of 2023 with additional in-person sessions scheduled for 2024.

18. The representative of ECO expressed support for the continuation of the work of the Coordination Committee and informed that the United Nations General Assembly at its seventy-seventh session (August 2023) had adopted by consensus a resolution titled "Cooperation between the United Nations and the Economic Cooperation Organization" (A/77/L.102) which inter alia "Takes note of the joint initiative to establish an ECE-ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors, with a view to contributing to increasing the East-West and North-South transit potential through policy coordination, infrastructure development, logistics improvement and technical and financial support".

19. The representative of TRACECA informed about the ongoing implementation of initiatives aimed at digitalization of the corridor, use of the CIM/SMGS consignment note (and the gradual transition to its electronic format); as well as measures to promote multimodal transport, including through the harmonization of customs procedures and border crossing facilitation initiatives. With reference to thematic cluster C of the biennial work programme of the Coordination Committee the representative emphasized that availability of reliable, corridor-wide agreed timetables and tariffs will require time and coordination among countries involved and that this could best be achieved in a spirit of transparency, accessibility and in line with market conditions. The representative reiterated TRACECA's interest to remain involved in the future work of the Coordination Committee.

20. Representatives of the OECD Istanbul Centre and the International Transport Forum (ITF) announced the ongoing preparation of an analytical study aimed at identifying physical and non-physical bottlenecks and reform needs on the Trans-Caspian Corridor from a private sector perspective. Data is being collected from a wide variety of sources, including from government stakeholders and business associations. The draft results of the study will be discussed at a meeting in Istanbul in early November 2023 and officially endorsed at the OECD Eurasia week, in Paris, in early December 2023.

21. The Working Party welcomed the progress report provided on the work of the ECE-ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors convening as an informal group of friends of the Chair of the WP.5. It appreciated the fact that the Coordination Committee currently consisting of seven Governments (Azerbaijan, Georgia, Iran (Islamic Republic of), Türkiye, Kazakhstan, Kyrgyzstan, and Uzbekistan) had adopted its Terms of Reference and a detailed 2023–2025 programme of work and encouraged the countries to implement it effectively.

22. The Working Party also welcomed the appointment for an initial one-year period of the two Corridor Coordinators (Georgia and Uzbekistan). The Working Party thanked the representatives and noted the importance of continuing the work on evaluating current actions, the importance of monitoring and the work on tariffs and time schedules as crucial elements in further operationalizing both corridors.

23. The Working Party welcomed the overview of ongoing and planned operationalization activities in support of the Trans-Caspian and Almaty-Tehran-Istanbul corridors submitted by the Governments of Azerbaijan, Georgia, Iran (Islamic Republic of), Türkiye, Kazakhstan and Uzbekistan, members of the Coordination Committee (ECE/TRANS/WP.5/2023/2). It encouraged the Committee Members to continue updating this coordination table and include references to:

(a) National/ bilateral/ subregional initiatives and work streams being undertaken by individual governments (national railway undertakings, authorities in charge of transport and infrastructure and customs agencies) which are of relevance to the entire corridors.

(b) International/regional activities and/or regulatory work being undertaken, where appropriate, in the framework of relevant Working Parties under purview of the ECE ITC and the Economic Cooperation Organization (ECO) of direct relevance to the entire corridors.

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

Documentation: ECE/TRANS/WP.5/2023/3

24. The Trans-European Motorway (TEM) and Trans-European Railway (TER) project managers briefed WP.5 on the TEM and TER activities implemented over the reporting period 2022–2023 as contained in ECE/TRANS/WP.5/2023/3.

25. The Working Party thanked the TEM and TER project coordinators for the information provided and requested that a similar update be provided at its next session. In particular, the Working Party noted possible synergies between the TEM and TER programmes of work and the work taking place regarding operationalization of Euro-Asian Transport Links and in the framework of the Coordination Committee. WP.5 requested the

TEM and TER project coordinators to explore opportunities for closer cooperation in this regard and report back on this at its annual session next year.

C. Trans-European Transport Network

26. No information was provided under this agenda item.

D. Transport in the Mediterranean Region

Documentation: Informal document WP.5 (2023) No. 7

27. CETMO, updated WP.5 on its activities since the previous session, including achievements in the framework of the Group of Transport Ministers for the Western Mediterranean (GTMO 5+5). Key deliverables include the launch of a policy study titled “Towards enhanced connectivity and sustainability in the Mediterranean transport and logistics sector – trends in trade, maritime transport and sustainability”; the ongoing implementation of an action plan for the Trans-Maghreb Multimodal Corridor (TMC); and the delivery of a diagnostic study on maritime connectivity in the Western Mediterranean.

28. WP.5 thanked the representative of the CETMO secretariat and requested that a similar up-date be provided at its next session.

E. Other initiatives on transport corridors/ links development

29. The Russian Federation emphasized that transport corridor development, in accordance with international legal instruments, plays an important role in facilitating global supply chains. Information was also shared on the country’s strategic priorities for further development in co-operation with its neighbouring countries in the Caspian Sea region, in particular on the creation of new infrastructure and the optimization of existing infrastructure. Further efforts would also be made to improve cross-border technical interoperability as well as the creation of flexible tariff systems and transport services. The Working Party was informed that throughput volumes on the Northern Corridor were at 280 million tons in 2023 and further increases were expected in 2024.

30. A representative of the Greater Caspian Association introduced his organization which works in partnership with the World Economic Forum and gathers all Caspian Sea and Black Sea littoral States. The representative highlighted the potential of the Southern Corridor via Afghanistan and Pakistan, offering for several of the countries in Central Asia the closest access to the Persian Gulf and world markets.

31. WP.5 welcomed the contributions from other countries and international partners under this agenda item, it recognized the importance of close coordination and cooperation on the many efforts that are taking place in the region, in the benefit of the Euro-Asian inland transport sector as a whole and the economic development of the region.

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

33. The Russian Federation proposed to establish a Coordination Committee on EATL railway route No. 1 as in the case of the already functioning committees on the Trans-Caspian routes. In this regard the Working Party invited the secretariat, pending availability of resources, to start work on the formation of the Coordination Committee on the EATL railway route No. 1 and to present a progress report at the forthcoming thirty-seventh session of the Working Party in September 2024. The Working Party indicated that in case of demand from Member States and permitting resources new Coordination Committees on different corridors could in the future be established in the framework of the Working Party.

V. Transport infrastructure data (agenda item 4)

A. International Transport Infrastructure Observatory

34. The secretariat provided an update report and overview of next steps regarding the International Transport Infrastructure Observatory (ITIO) which was used by governments and representatives of Multilateral Development Banks (MDBs) and regional cooperation organizations in a test phase. A promotion film prepared by ECE, and the Islamic Development Bank was shown providing a concise overview of the various functionalities ITIO offers. The secretariat also informed that so far, a group of about 20 Governments had nominated a national focal point to start using ITIO in a test phase.

35. WP.5 noted with interest the latest developments surrounding the use of ITIO-GIS.org in a test phase and encouraged more countries to work with the secretariat in further developing this platform to reach its full potential as a regional transport infrastructure modelling, planning and fundraising tool.

B. Benchmarking Transport Infrastructure Construction Costs

36. The Working Party welcomed the fact that the publication of the report of the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs as a United Nations publication was being finalized as mandated at its session last year and requested the secretariat to organize a short online launch meeting involving WP.5 delegates and other interested stakeholders in the last quarter of 2023.

VI. Transport and climate change (agenda item 5)

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

37. The secretariat briefed on progress made by the Group of Experts in implementing its 2020–2025 mandate. Information was shared on the analysis undertaken by the Group of future climate projections, its elaboration of a framework for stress tests to climate change hazard, preparation of a guide for adaptation pathways in transport, initiation of an analysis of incidents due to weather hazard and losses their cause to transport, as well as outcomes from the conference organized under the auspices of the Group for the Mediterranean region in collaboration with France, ESCWA and CETMO on the issues of adaptation of transport to climate change in the Mediterranean basin.

38. The Working Party expressed its appreciation for the good progress being made in the implementation of the mandate of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport and invited the Group to provide a similar progress up-date at its annual session next year.

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

Documentation: Informal document WP.5 (2023) No. 6

39. The Working Party welcomed the thematic discussions on the role of inland transport in climate change mitigation. It noted the request of the Inland Transport Committee at its eighty-fifth annual session (Geneva, February 2023) inviting the secretariat to develop an ambitious “Strategy for reducing Green House Gas (GHG) emissions from inland transport” (hereinafter referred to as “Strategy”), supported by a strong action plan with milestones, for consideration and possible adoption at its eighty-sixth plenary session (in 2024).

40. The purpose of the thematic discussion was to enable representatives of member States as well international organizations, non-governmental bodies, private sector associations and academia working on decarbonization of the inland transport sector, to learn more about the ongoing development of the strategy and to share their insights, proposals, and feedback on possible future actions for climate change mitigation in inland transport.

41. An introductory presentation was provided jointly by the secretary of the Inland Transport Committee and the secretary of the Working Party on Pollution and Energy (under WP.29/GRPE) proposing the Avoid-Shift-Improve approach as a potentially useful framework to structure the strategy document as it allows to address the broad range of climate change mitigation measures being undertaken under purview of the ITC Working Parties.

42. Participants exchanged views on a broad variety of issues of which a non-exhaustive overview is provided below. Inter alia, participants, representing member States as well as non-governmental bodies and private sector associations:

- Stressed the need for the various Working Parties under ITC purview to join efforts and take a coordinated approach in their climate change mitigation efforts. The importance of cooperation between the ECE sustainable transport and energy sub-programmes as well as with specialized organizations such as the International Energy Agency (IEA), ITF and SLOCAT was highlighted.
- Noted the difference between GHG emissions reduction commitments under the United Nations Framework Convention on Climate Change (UNFCCC), where inland transport is included, and those made by the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) as part of their decarbonization strategies.
- Recognized limitations for the forthcoming Strategy in terms of setting binding targets but expressed support for setting targets in the Strategy that are aligned with Nationally Determined Contributions (NDCs) to ensure global consistency. In this regard referred to a potential role for ITC in helping countries to develop inland transport national decarbonization strategies in line with the UNFCCC framework.
- Advocated for cost efficient mitigation measures and stressed the importance for the Strategy to address access to finance and technology.
- Discussed the need for harmonized CO₂ measurement methodologies and highlighted the potential for addressing other environmental impacts such as air pollution in the future.
- Emphasized the potential of emissions reduction through modal shift and considered how to address the historic imbalance in investment favouring road infrastructure over railways and inland waterways. Realizing that a successful modal shift will require significant investments in infrastructure.
- Supported using the Avoid-Shift-Improve framework to categorize efforts and measures to reduce GHG emissions from inland transport, expecting all pillars to contribute to the decarbonization of the inland transport sector by 2050.
- Emphasized the importance of a data driven Strategy with specific targets and key performance indicators combined with the regular conduct of a solid review mechanism.
- Stressed the need for a Strategy that extensively covers the freight sector recognizing the need for more ambitious regulations in heavy-duty and medium duty freight vehicle sectors.
- Dwelled extensively on issues related to electrification of mobility and the need to expand EV charging infrastructure prioritizing seamless inter-operability of different charging systems through the development of global and open standards.
- Emphasized the essential role of batteries to lower the carbon footprint of electric vehicles, acknowledging that battery production can be emission intensive and make up a significant portion of the lifecycle emissions of vehicles.

- Discussed the potential for reducing emissions in multimodal transport corridors *inter alia* through electrification and the use of renewable energy in the railway sector and low carbon energy and fuels in the road freight sector.
- Recommended coordinating the Strategy development with existing initiatives such as the “Breakthrough Agenda”, “Accelerating to Net Zero” and “Race to Zero for Freight” thereby ensuring synergies.

43. WP.5 appreciated the opportunity to discuss and contribute to the draft strategy at this early stage of preparations. It appreciated the fact that for this discussion and in accordance with its role and mandate as a think tank on latest trends and developments in the field of transport it had been joined by a broad range of additional stakeholders including non-governmental bodies, international partner organizations and the private sector.

44. In terms of its own role, the Working Party noted the significant efforts it is already making through several of its thematic clusters and in support of the “avoid-shift-improve” and “adapt” approaches to climate change, including through:

(a) Its cluster 1 on “Development of transport networks and links” by promoting multimodal transport corridor management;

(b) Its cluster 2 on “Transport and climate change” (amongst others the ongoing work of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (GE.4) which *inter alia* is generating GIS maps illustrating forecasts for impact of climate change on transport assets as part of the International Transport Infrastructure Observatory (ITIO) platform;

(c) Its cluster 3 on “Sustainable urban mobility, cycling and public transport” (amongst others the ongoing work of the Group of Experts on cycling infrastructure module (GE.5); and

(d) The stock taking efforts as part of its cluster 5 on review and monitoring of emerging issues” regarding electric vehicles and their charging infrastructure.

45. The Working Party also noted that tools developed under its realm such as the Sustainable Inland Transport Connectivity Indicators (SITCIN) platform which among its three assessment dimensions also offers a pillar on Environmental Sustainability which contains a set of indicators designed to help governments to understand and evaluate measures aimed at reduction of greenhouse gas emissions, air pollutants and noise emissions, in doing so they consider modal split, alternative fuel share, average age of fleet etc.

46. The Working Party further recommended that the aspect of adaptation and so its work on adaptation of transport to climate change is reflected in the strategy. It considered that this is important since inappropriate adaptation measures may negatively affect mitigation efforts. Mitigation objectives are on the other hand important to consider in adaptation work.

47. The Working Party recommended that in the list of priorities of the strategy its actions aimed at mitigation of climate change from transport are included and requested its chair together with the secretariat to communicate them to the ITC Chair and secretariat.

48. The secretariat informed that WP.5 representatives interested in submitting any further written feedback and comments for possible inclusion in the forthcoming ITC Strategy could do so by 30 September 2023.

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

49. The Working Party was informed by the Secretary of the Working Party on Pollution and Energy about the latest ForFITS activities. He briefly introduced the ForFITS Model application as it is being used during the Environmental Performance Reviews undertaken by the ECE Environment Division in Azerbaijan and Armenia. Reference was also made to a specific project on car sharing and carpooling that is being implemented in Tajikistan, Kazakhstan, and Kyrgyzstan by the ECE Sustainable Transport Division. The speaker added that ForFITS is open to partnerships with other initiatives and stands ready to broaden its

range of activities, for example by hosting the prototype website of the Transport Data Commons Initiative or through developing a closer relationship with the MobiliseYourCity initiative and its Emission Calculator.

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

VII. Inland transport security (agenda item 6)

Documentation: Informal document WP.5 (2023) No. 3

51. A workshop on “Cyber threats to electric vehicles and their charging infrastructure” co-organized by the ECE Sustainable Transport and Sustainable Energy sub-programmes was held under this agenda item in the framework of the annual 2023 ECE Inland Transport Security Forum. The event featured keynote speakers from a variety of stakeholders including the secretary of the ECE Working Party on Automated/ Autonomous and Connected Vehicles (GRVA/WP.29), the secretary of the ECE Group of Experts on Cleaner Electricity Systems, the Institute for Security and Safety GmbH/ Mannheim University for Applied Sciences, the International Organization of Motor Vehicle Manufacturers (OICA), Continental Automotive Technologies GmbH as well as relevant cyber security authorities from the Netherlands and Türkiye.

52. The workshop provided a platform to:

- Raise awareness about the broad variety and complexity of cyber threats posed to electric vehicles (EVs) and their charging infrastructure as well as the systemic implications this may have for the broader electricity grid.
- Exchange views, ideas, and national experiences on how to better identify, prevent and manage such threats and vulnerabilities.
- Learn from good practices implemented by EV manufacturers, in line with globally harmonized vehicle requirements.
- Identify possible next steps and mitigation actions to be taken in this field by member States and other relevant stakeholders, with the support of the ECE sustainable transport and energy sub-programmes.

53. Panellists and participants took stock of the various cyber threats faced by EVs and EV charging infrastructure as well as in their interaction with the broader electricity grid and identified possible preventative actions that can be taken by governments and other relevant actors. Speakers shed light on how malicious actors may attempt to compromise EVs' critical components, such as the battery management system, vehicle control unit (braking system/ vehicle speed), or charging system, posing significant risks to driver safety, vehicle functionality, and passenger data security. The GRVA secretary provided an overview of actions being taken at regulatory level to prepare the automotive sector for such risks, including the conduct of assessments at product (vehicle) level and new data collection and reporting requirements being put in place to support forensics and the systematic mapping by authorities of attempted and successful attacks. It was noted that, EV charging infrastructure including charging stations, networks, and back-end systems that manage charging operations and user data are equally vulnerable to potential cyber threats as hackers could exploit weaknesses in authentication mechanisms and communication channels being able to interfere with charging processes or gain unauthorized access to user data. Finally, reference was made to the fact that because of its close integration within the broader electricity grid, EV charging infrastructure can inadvertently provide avenues for cyberattacks on the grid's infrastructure with far reaching consequences including on power grid instability, disruptions, and potential blackouts.

54. In terms of possible cyber threat mitigation actions that could be taken by governments and other relevant stakeholders participants exchanged views on the possibility to introduce enhanced security measures and authentication protocols as well as conduct regular security audits. Emphasis was also put on the need for improved multi-stakeholder cooperation (including at the level of governments, regulators, automotive manufacturers,

charging infrastructure providers and cyber security experts) and the development of real time monitoring systems and enhanced incident response capabilities.

55. The Working Party appreciated the workshop that was held on cyber security threats to electric vehicle charging stations (EVCS) and their charging infrastructure as well as the broader electricity grid. WP.5 further appreciated the multidisciplinary approach taken and the close cooperation between the Sustainable Transport and Sustainable Energy sub-programmes of the ECE and encouraged the secretariat to further explore cooperation in this field.

56. The Working Party welcomed the awareness-raising about the broad variety and complexity of cyber threats posed to EVs and their charging infrastructure as well as the systemic implications this may have for the broader electricity grid and the exchange of views, ideas, and national experiences on how to better identify, prevent and manage such threats and vulnerabilities.

57. The Working Party also underlined the need for Governments to stay up to date with the latest trends and practices in this field and decided that inland transport security should continue to be addressed as part of the Working Party programme of work on a biennial basis, alternating with thematic discussions on urban mobility or topical inter-regional discussions.

58. The concept note, programme and full set of presentations delivered at the workshop are available at: <https://unece.org/info/events/event/381119>.

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

59. The secretariat briefed on progress made by the Group of Experts in implementing its mandate. Information was provided on the work accomplished towards designation of the regional ECE cycling network as well as elaboration of a guide for designation of the national cycling network, which is aimed at guiding countries to take the necessary steps to effectively designate their cycling networks. Information was also provided on the progress achieved in agreeing on elements of cycling infrastructure and road signs and in elaborating their common definitions as well as highlighting implications and solutions to the existing international regulatory framework for road traffic safety.

60. The Working Party expressed its appreciation for the good progress being made in the implementation of the mandate of the Group of Experts on cycling infrastructure module (WP.5/GE.5) and looked forward to receiving the final report at its annual session in 2024.

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

61. Under this agenda item, the Chair reminded the Working Party that at its thirty-fifth session it had requested to designate its forthcoming Transport Trends and Economics publication on general trends and developments surrounding electric vehicles and their charging infrastructure. The Chair informed that following this request, the secretariat together with an external consultant had prepared a draft publication as contained in ECE/TRANS/WP.5/2023/4, ECE/TRANS/WP.5/2023/5, ECE/TRANS/WP.5/2023/6, ECE/TRANS/WP.5/2023/7, and ECE/TRANS/WP.5/2023/8. Following this announcement, a detailed presentation was provided by the consultant in charge of developing the publication followed by a round of interventions and presentations delivered by ECE member States proposing national case studies and best practice examples for inclusion in the final version of the publication.

62. The Working Party appreciated the effort put by the secretariat and an external consultant in the development of a draft publication on general trends and developments surrounding electric vehicles and their charging infrastructure which upon completion was expected to be issued as the 2024 Transport Trends and Economics publication (both in digital and printed format in the three ECE working languages). WP.5 also welcomed the inputs received on developments surrounding e-mobility and EV charging from across the ECE region, including from Azerbaijan, Tajikistan, Türkiye, United States of America, Netherlands (Kingdom of the) and Sweden and invited other Governments interested in doing so to submit further written inputs by 30 September 2023. WP.5 requested the secretariat to include in the final text of the publication reference to these developments through case studies and national examples.

63. Furthermore, the Working Party recognized that to facilitate progress in electric mobility, a dedicated informal task force focused on driving and coordinating efforts related to electric vehicle developments and their charging infrastructure both within ECE (and across its different sub-programmes) and in collaboration with other institutions should be established. In this regard it requested the WP.5 secretariat together with the Chair to develop draft terms of reference for such a task force in close consultation with other relevant Working Parties and relevant intergovernmental groups in the ECE Sustainable Energy Division and submit this to ITC for discussion and possible adoption at its next annual session.

64. The concept note, programme and full set of presentations delivered during the thematic discussion on general trends and developments surrounding electric vehicles and their charging infrastructure are available at: <https://unece.org/info/events/event/381119>.

B. Transport trends and economics 2023–2024

65. No information was provided under this agenda item.

C. Technical assistance to countries with economies in transition

1. Sustainable Inland Transport Connectivity Indicators

66. WP.5 noted the availability of the SITCIN user platform and invited the secretariat to consider the possibility to proceed with making the platform also available in the other ECE working languages French and Russian enabling a broader geographical outreach. At the same time WP.5 agreed that based on preliminary user feedback the secretariat would adapt the platform further to meet specific user needs.

2. Regional Adviser technical assistance

Documentation: Informal document WP.5 (2023) No. 5

67. The Regional Adviser of the ECE Sustainable Transport Division informed the Working Party on technical assistance activities provided by ECE to countries with economies in transition (Informal document No. 5). More information was shared on the implementation of a capacity building project which aims at improving national road safety systems in Bosnia Herzegovina and Serbia by providing an in-depth analysis of road accidents in these countries. The project is funded through the United Nations Road Safety Fund (UNRSD). WP.5 took note of the information provided. It requested the Regional Adviser to report on developments on technical assistance to countries with economies in transition at the next session.

3. Support for Landlocked Developing Countries

68. The secretariat informed the Working Party about the outcome of the High-Level Euro-Asia Regional Review Meeting of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 which was co-organized by ECE, OHRLLS and ESCAP in Bangkok on 22–23 August 2023 and had led to the adoption of substantive outcome document titled “Euro-Asia Call for Action” including a regional progress

assessment and a set of specific recommendations that will serve as substantive inputs into the preparations of the Third United Nations Conference for Landlocked Developing Countries (LLDCs), in Kigali, in June 2024.

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

D. ECE Transport statistics analysis

70. The Working Party received latest updates concerning the Working Party on Transport Statistics (WP.6). Reference was made to two WP.6 biennial publications issued in 2023 titled “Inland Transport Statistics for Europe and North America” and “Statistics of Road Traffic Accidents”, aimed at disseminating critical transport-related information. The secretariat mentioned that periodic censuses are conducted, and upcoming data collection in 2025 is scheduled for E-Road, E-Rail, and E-Inland Waterway (ILW) networks. Reference was also made to several recent initiatives including the collection of metro and tram statistics, and EV charging infrastructure data. The secretariat also announced that a dedicated Sustainable Development Goal (SDG) microsite is under development to help monitor ECE member States' progress in achieving transport-related SDGs.

71. 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: E/RES/2022/2; ECE/TRANS/WP.5/2011/2; ECE/TRANS/WP.5/2023/9

72. Under this agenda item, the Working Party noted that at its eighty-fifth annual session (February 2023) the Inland Transport Committee (ITC) had requested that, considering the adoption by ECOSOC of its revised Terms of Reference (E/RES/2022/2) and to ensure a successful implementation of the ITC Strategy until 2030, the Terms of Reference (ToRs) and Rules of Procedure (RoPs) of ITC and its Working Parties were to be fully aligned.

73. In response to this request, the Chair, in close coordination with the secretariat, had prepared document ECE/TRANS/WP.5/2023/9 which explores the scope and applicability of alignment of the WP.5 ToRs and RoPs (ECE/TRANS/WP.5/2011/2, Annex I) with those of ITC. The Working Party considered the proposal and agreed with the amendments made. It requested its secretariat to submit the proposed amendments to its ToR and RoP for adoption by ITC. The by WP.5 adopted ToR and RoP are included in Annex I and II to this report.

XI. Working party evaluation report for the period 2020–2023 and up-dated biennial and long-term programme of work (agenda item 10)

Documentation: ECE/TRANS/WP.5/66 (Annex II); ECE/EX/1; ECE/TRANS/WP.5/2023/10

74. Under this agenda item, as per the adopted biennial and long-term programme of work of the Working Party, at its thirty-second annual session in September 2019 (ECE/TRANS/WP.5/66, Annex II), the WP.5 Chair with the support of the secretariat presented an evaluation report covering the period 2020–2023 as well as a new biennial 2024–2025 and up-dated long-term programme of work as contained in ECE/TRANS/WP.5/2023/10.

75. WP.5 thanked Chair and secretariat for preparing the evaluation report covering the period 2020–2023 as well as a new biennial 2024–2025 and up-dated long-term programme

of work, considering both the existing and new activities being undertaken in the framework of WP.5 (ECE/TRANS/WP.5/2023/10). After consideration, the Working Party recognized the tangible results, it had achieved in the course of the evaluated period and endorsed its new biennial programme of work (included in Annex III to this report).

76. Furthermore, the Working Party recognized that this document serves as a contribution to the ongoing fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees initiated by the Inland Transport Committee at its eighty-fifth annual session, as per the 2005 reform of ECE (ECE/EX/1).

XII. Other business (agenda item 11)

77. No other business was raised.

XIII. Date of next session (agenda item 12)

78. The Working Party was informed that its thirty-seventh session was tentatively scheduled to take place in Geneva from 25 to 27 September 2023.

XIV. Adoption of main decisions (agenda item 13)

79. The Working Party adopted its decisions. It then requested the secretariat in cooperation with the Chair to finalise the session report.

Annex I

Terms of reference of the Working Party on Transport Trends and Economics

1. The Working Party on Transport Trends and Economics (hereinafter referred to as WP.5), will act within the framework of the policies of the United Nations and the Economic Commission for Europe (hereinafter ECE) and under the general supervision of its parent body the Inland Transport Committee (hereinafter ITC), in conformity with the Terms of Reference of ECE (E/ECE/778/Rev.5) and ITC (E/RES/2022/2; ECE/TRANS/316/Add.2).
2. WP.5 will operate in accordance with the Guidelines for the establishment and functioning of Working Parties within ECE as approved by the ECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every five years, its membership and officers, its methods of work and its secretariat provided by the ECE Sustainable Transport Division.
3. On matters of substance, WP.5 will consider issues pertaining to the development of transport networks and/or links and infrastructure data; transport and climate change; sustainable mobility issues including in an urban context, and inland transport security matters. WP.5 will also continuously monitor and review emerging issues and sustainable development goals.
4. In doing so, it shall:
 - (a) Review the general trends with regard to transport developments and transport policy and analyse specific transport economic issues including sustainable transport development in the ECE region and beyond, taking into account:
 - (i) The 2030 Agenda for Sustainable Development where sustainable transport is mainstreamed across several Sustainable Development Goals (SDGs) and targets and the importance of transport for climate action as recognized by the Paris Agreement and in the ITC Strategy until 2030; and
 - (ii) Development processes under way in member States by monitoring current changes in the transport sector in order to identify, promote and spread positive examples for enhanced sustainability of the inland transport sector.
 - (b) Encourage exchanges of information and data among countries on transport policy developments, particularly relating to inland transport in the ECE region in order to review and monitor medium- and long-term trends and developments in the sector.
 - (c) Strengthen ongoing efforts on the operationalization of transport corridors in the ECE region and beyond through improving inter-modal coordination and integration thereby taking into account the relevance of the ECE infrastructure agreements (AGR, AGC, AGTC and its Protocol, AGN) and ongoing ECE projects (TEM, TER) as well as relevant transport facilitation instruments in support of pan-European transport network planning.
 - (d) Monitor relevant transport corridor developments in the ECE region and with adjacent regions, in cooperation with the European Commission and other international governmental and non-governmental organizations as well as other United Nations regional commissions. In doing so, work on resilience of transport networks to climate change and contribute to the development of resilience parameters for United Nations infrastructure legal instruments.
 - (e) Serve as a regional and inter-regional platform for the exchange of information on latest trends and developments in urban mobility, public transport and cycling infrastructure related developments through the hosting of knowledge seminars and development of resource materials as well as through elaboration of relevant cycling infrastructure parameters and their monitoring.

(f) Serve as a platform for the exchange of information on threats and risk in inland transport and holds targeted meetings as necessary.

(g) Invite representatives of regional economic integration organizations, intergovernmental and non-governmental organizations to participate in its meetings, in a consultative capacity, in consideration of any matter of particular concern to them.

(h) When appropriate and upon request, organise workshops, seminars or roundtables in the areas of its expertise and in support of specific activities.

(i) Ensure openness and transparency during the sessions.

(j) Take measures to ensure that the necessary liaison is maintained with other organs of the United Nations, in particular sister Regional Commissions, and the specialized agencies. It should also closely collaborate with its sister Working Parties i.e. other ITC subsidiary bodies and other ECE bodies on matters of common interest.

Annex II

Rules of Procedure of the Working Party on Transport Trends and Economics (WP.5)

Chapter I Participation

Rule 1

(a) Members of the ECE which are specified in paragraph 7 of the Terms of Reference of the ECE (document E/ECE/778/Rev.5), shall be full participants.

(b) Other non-members of the ECE, in accordance with paragraph 11¹ of the Terms of Reference of the ECE may, on invitation of the secretariat or on their request, participate in the sessions held in public, in a consultative capacity in WP.5 on any matter of particular concern to those countries.

(c) Specialized agencies, intergovernmental organizations and non-governmental organizations in consultative status with the Economic and Social Council, in accordance with paragraphs 12² and 13³ of the Terms of Reference of the ECE, may, after notification of the secretariat, participate in a consultative capacity in WP.5 in the consideration of any matter of particular concern to those agencies or organizations.

(d) Non-governmental organizations not in consultative status with the Economic and Social Council may, subject to the approval of WP.5 and respecting the principles set forth in Economic and Social Council resolution 1996/31, parts I and II, participate with consultative status in discussions that WP.5 may hold on any matter of interest to these organizations.

(e) Consultations with specialized agencies and the International Atomic Energy Agency (IAEA) shall be conducted in accordance with Rule 51 of the Rules of Procedure of ECE.

(f) Consultations with non-governmental organizations shall be conducted in accordance with Rules 52 and 53 of the Rules of Procedure of ECE. Non-governmental organizations with consultative status under paragraph (c) shall be treated as nongovernmental organizations included on the list.

Chapter II Sessions

Rule 2

Sessions shall be held on dates fixed by the ECE secretariat.

¹ Paragraph 11: "The Commission shall invite any Member of the United Nations not a member of the Commission to participate in a consultative capacity in its consideration of any matter of particular concern to that non-member."

² Paragraph 12: "The Commission shall invite representatives of specialized agencies and may invite representatives of any intergovernmental organizations to participate in a consultative capacity in its consideration of any matter of particular concern to that agency or organization, following the practices of the Economic and Social Council."

³ Paragraph 13: "The Commission shall make arrangements for consultation with non-governmental organizations which have been granted consultative status by the Economic and Social Council, in accordance with the principles approved by the Council for this purpose and contained in Council resolution 1996/31, parts I and II."

Rule 3

Sessions shall ordinarily be held at the United Nations Office at Geneva (UNOG), Switzerland. WP.5 may, with the concurrence of the Inland Transport Committee, hold a particular session elsewhere. In that case, the relevant United Nations rules and regulations shall apply.

Rule 4

(a) The secretariat shall, at least forty-two (42) days before the commencement of a session of WP.5, publish a notice of the opening date of the session, together with a copy of the provisional agenda on the ECE WP.5 webpage in all official ECE languages.

(b) The basic documents relating to each item appearing on the provisional agenda of a session or meeting shall be available on the ECE WP.5 webpage not less than forty-two days before the opening of the session, provided that in exceptional cases the secretariat may, for reasons to be stated in writing, transmit such documents not less than twenty-one days before the opening of the session. On request, hard copies may be transmitted before the opening of the session. In exceptional cases, the secretariat may distribute basic documents at the session, but in this case such documents may only be used for preliminary consideration unless WP.5 decides otherwise.

(c) Any participant may also submit informal documents, after consultation with the secretariat, prior to or during a session. Such informal documents shall relate to items on the agenda of the respective session. To the extent possible, these documents shall be made available on the ECE WP.5 webpage.

**Chapter III
Agenda****Rule 5**

The provisional agenda for each session of WP.5 shall be drawn up by the secretariat, in coordination to the extent possible with the Chair or Vice Chair (acting as Chair) of WP.5.

Rule 6

The provisional agenda for any session of WP.5 may include:

- (a) Items arising from previous sessions of WP.5;
- (b) Items proposed by the ECE or the Inland Transport Committee;
- (c) Items proposed by any member of the ECE;
- (d) Items proposed by any participant relating to the programme of work of WP.5;
- (e) Any other items which the Chair or Vice-Chair(s) of WP.5 or the secretariat sees fit to include.

Rule 7

The first item on the provisional agenda for each session shall be the adoption of the agenda.

Rule 8

The order in which items on the agenda are considered may be modified at any moment by WP.5 during the session.

Chapter IV Representation

Rule 9

Members of the ECE and the other participants as defined at Rule 1 shall be represented at sessions of WP.5 by a representative.

Rule 10

The representative may be accompanied by alternate representatives and/or advisers and, when absent, the representative may be replaced by an alternate representative.

Rule 11

The names of representatives, alternate representatives, advisers, shall be submitted to the ECE secretariat before the holding of the session. A list of the names of all persons having participated in the session will be prepared by the secretariat and made available during the course of the session.

Chapter V Officers

Rule 12

Every two years, WP.5 shall, at the end of the last session of the second year, elect a State from among the ECE members States, as the Chair who shall hold office for a maximum of two consecutive terms and until the term of office of its successor commences. The representative of the elected State will be the Chair. WP.5 will also, at the same meeting, elect up to two States from among ECE member States whose representatives will become Vice-Chairs for the same period. If the Chair is absent from a session, or part thereof, one of the Vice-Chairs, designated by the Chair, shall preside.

If the Chair, or Vice-Chairs ceases to represent his or her State, the new representative of that State will become the new Chair, or Vice-Chair for the unexpired portion of the term. If the Chair, or Vice-Chair can no longer hold office, the alternate representative will become the new Chair or Vice-Chair for the unexpired portion of the term.

Rule 13

If the Chair ceases to represent a member of the ECE, or can no longer hold office, one of the Vice-Chairs, designated by WP.5, shall become Chair for the unexpired portion of the term. In that case, or if one of the Vice-Chairs ceases to represent a member of the ECE, or can no longer hold office, WP.5 shall elect another Vice-Chair for the unexpired portion of the term.

Rule 14

The Vice-Chair acting as Chair shall have the same powers and carry out the same duties as the Chair.

Rule 15

The Chair shall participate in WP.5 in this capacity and not as the representative of his/her State. WP.5 shall admit an alternate representative to represent that country, and to exercise its right to vote.

Chapter VI Secretariat

Rule 16

The Executive Secretary shall act in that capacity at all sessions of WP.5. He/She may appoint another member of the staff to take his/her place.

Rule 17

The secretariat, acting in the framework of the ECE Transport Division, shall make all the arrangements necessary for the organization and holding of the sessions of WP.5.

Rule 18

During the sessions, the secretariat shall assist WP.5 in complying with these Rules of Procedure.

Rule 19

The secretariat may present, with the agreement of the Chair, written or oral statements on any question examined.

Chapter VII Conduct of business

Rule 20

The Chair may declare a meeting open and permit the debate to proceed when at least one fifth of the members of the Committee are present. The presence of one fifth of ECE member States shall be required for any decision to be taken.

Rule 21

As a general rule, WP.5 meetings shall ordinarily be held in public. WP.5 may decide that a particular meeting or meetings may be held in private.

Rule 22

The Chair shall announce the opening and closing of each session, direct the discussions, assure the application of the present rules of procedure, give the floor to speakers, put questions to the vote and announce the decisions taken. The Chair may also call a speaker to order if his/her remarks are not relevant to the subject under discussion. The Chair may also limit the time allowed to each speaker.

Rule 23

At the end of each session, WP.5 shall adopt a list of main decisions, while the full complete report will be circulated at a later stage for comments on items other than those contained in the adopted list of main decisions to be prepared by the secretariat and the Chair.

Rule 24

The Chair may decide, in consultation with the secretariat, to reduce the length of a session or postpone it in the case of force majeure.

Rule 25

Rules 29 to 32 and 34 to 37⁴ of the Rules of Procedure of ECE are applicable mutatis mutandis.

Rule 26

Every representative has the right to declare his or her position and may request that it be reflected, in summarized form, in the report of the session of WP.5.

Chapter VIII
Voting**Rule 27**

Each member of ECE shall have one vote.

Rule 28

Decisions by the Working Party shall normally be taken by consensus. In the absence of consensus, decisions of the Working Party shall be made by a majority of the full members present and voting. For the purpose of these rules, the phrase “members present and voting” means members casting an affirmative or negative vote. Members which abstain from voting are considered as not voting.

Rule 29

Voting and elections of officers shall be held in accordance with Rules 41 to 43 of the Rules of Procedure of ECE.⁵

⁴ Rule 29: During the discussion of any matter a representative may raise a point of order. In this case the Chair shall immediately state his/her ruling. If it is challenged, the Chair shall forthwith submit his/her ruling to the Commission for decision and it shall stand unless overruled.

Rule 30: During the discussion of any matter a representative may move the adjournment of the debate. Any such motion shall have priority. In addition to the proposal of the motion, one representative shall be allowed to speak in favour of, and one representative against, the motion.

Rule 31: A representative may at any time move the closure of the debate whether or not any other representative has signified his wish to speak. Not more than two representatives may be granted permission to speak against the closure.

Rule 32: The Chair shall take the sense of the Commission on a motion for closure. If the Commission is in favor of the closure, the Chair shall declare the debate closed.

Rule 34: Principal motions and resolutions shall be put to the vote in the order of their submission unless the Commission decides otherwise.

Rule 35: When an amendment revises, adds to or deletes from a proposal the amendment shall be put to the vote first, and if it is adopted, the amended proposal shall then be put to the vote.

Rule 36: If two or more amendments are moved to a proposal, the Commission shall vote first on the amendment furthest removed in substance from the original proposal, then, if necessary, on the amendment next furthest removed and so on, until all the amendments have been put to the vote.

Rule 37: The Commission may, at the request of a representative, decide to put a motion or proposal to the vote in parts. If this is done, the text resulting from the series of votes shall be put to the vote as a whole.

⁵ Rule 41: The Commission shall normally vote by show of hands. If any representative requests a roll call, a roll call shall be taken in the English alphabetical order of the names of the members.

Rule 42: All elections shall be decided by secret ballot, unless, in the absence of any objection, the Commission decides to proceed without taking a ballot on an agreed candidate or slate.

Rule 43: If a vote is equally divided upon matters other than elections, a second vote shall be taken at the next meeting. If this vote also results in equality, the proposal shall be regarded as rejected.

Chapter IX Languages

Rule 30

English, French and Russian are the working languages of WP.5. Statements made in one of these languages are interpreted into the other two languages.

Chapter X Teams of Specialists

Rule 31

As it deems necessary for the performance of its functions, between sessions, WP.5 may be assisted in carrying out its tasks by teams of specialists (ECE/EX/2010/L.12) for which it shall define the powers and composition. Such autonomy as may be necessary for the effective discharge of the technical responsibilities laid upon them may be delegated to them. The creation and the holding of meetings of these subsidiary bodies, including the adoption of their terms of reference and rules of procedure require prior endorsement by the Inland Transport Committee and approval by EXCOM.

Subsidiary bodies shall consult those entities identified in Rule 1 according to the procedures set out in that Rule.

The above rules of procedure shall apply, *mutatis mutandis*, to the conduct of any such group except for rules 6, 12 to 15, 24 to 26 and 28 to 30. The following particular rules shall be applied:

- (a) The provisional agenda shall be drawn up by the secretariat on the basis of orientations or the mandate given by WP.5 to the team of specialists;
- (b) A Chair shall be designated at the beginning of each meeting;
- (c) Decisions of the ad hoc group shall be made on the basis of consensus. In the absence of consensus, the question shall be submitted to WP.5 to decide on the follow-up to be given;
- (d) The report of the meeting prepared by the secretariat shall be submitted for the adoption of WP.5;
- (e) The secretariat may, in consultation with the Chair of WP.5, decide:
 - (i) to postpone the meeting if the items on the provisional agenda are not sufficiently advanced;
 - (ii) to transform a team of specialists into an informal meeting if it appears that the number of participants inscribed is insufficient. In this case, the meeting shall not be subject to the present Rules of Procedure.

Chapter XI Amendments

Rule 32

Any of these Rules of Procedure may be amended, in accordance with Rule 28. However, any amendment proposal affecting Rules 1 and 27 which goes beyond the provisions in the ECE mandate, in particular those in paragraph 11, shall require the prior approval of the Commission.

Annex III

Biennial 2024–2025 programme of work and evaluation framework

A. Development of transport networks and/or links

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> • WP.5 supports the efforts being undertaken in the framework of the ECE/ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors as per its endorsed Terms of Reference and 2023–2025 programme of work. • WP.5 continues to oversee and support operationalisation of transport links/corridors in the ECE region and in adjacent regions. 	<ul style="list-style-type: none"> • A technical study specifying all the technical infrastructure parameters on the corridor(s) under purview of the Coordination Committee is considered for feedback. • A detailed mapping exercise identifying missing links or segments of the network in need of modernization, renewal or upgrading is considered for feedback. • A review of uni- and multi-modal transport documents in use on the corridor(s) is completed and recommendations on digitalization solutions and electronic standards are considered for feedback. • A review on border crossing facilitation measures in place on the corridor(s) is considered. • A proposal for a more unified/ better coordinated time schedule and tariffication system on both corridors is considered.

B. Transport and climate change

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> • The group of experts improves databases with climate data and transport assets and operations. • The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations. • The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets, elaborated relevant guidance and facilitates projects in countries willing to improve in this area. • The group of experts prepares its final report on the implementation of its mandate. • Analytical work in support of the development of the ITC Climate Change Strategy. 	<ul style="list-style-type: none"> • The database in ITIO is improved. • New climate indices are analysed and recommendations are formulated. • Information and data from national projects are collected and relevant guidance material is elaborated. • Project is started in at least one country willing to improve in infrastructure climate change adaptation analysis. • Final report is prepared and submitted to WP.5. • WP.5 inputs to the development and implementation of the ITC Climate Change Strategy prepared.

C. Sustainable urban mobility

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> • WP.5 through its designated group of experts on cycling infrastructure module contributes to the designation of an ECE cycling network to be devised based on national networks, provides guidance materials for member States in developing their national cycling infrastructure and elaborates definitions for different types of cycling infrastructure as well as horizontal and vertical road signs. • WP.5 continues to serve as a platform for the exchange of information on latest trends and developments in urban mobility, holds targeted workshops and generates recommendations on possible next steps, as requested. • The group of experts prepares its final report on the implementation of its mandate. 	<ul style="list-style-type: none"> • ECE cycling network is developed and agreed upon. • A guide for member States on how to designate a national cycling network is produced. • A set of definitions is finalized and agreed upon. • At least one regional or inter-regional workshop is held/ recommendations for follow-up are adopted. • Final report is prepared and submitted to WP.5.

D. Transport infrastructure data

<i>Activities</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> • WP.5 maintains the ITIO which has been established on a GIS platform, continues to deepen its technical functionalities and applications, explores possibilities to broaden its geographical scope and raises awareness among member States, Multilateral Development Banks (MDBs) and Regional Cooperation Organizations (RCOs) about the value it adds. • WP.5 follows up on the guidance provided by the former group of experts on visualization of benchmarking data onto the platform. 	<ul style="list-style-type: none"> • ITIO reaches a level of maturity whereby users, member States, MDBs and RCOs increasingly start to upload and deploy new data and information. • Number of active ITIO users and geographic outreach increases. • At least one existing ITIO application is deepened/ expanded and one new ITIO functionality is developed.

E. Review and monitoring of emerging issues and sustainable development goals

<i>Activities</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> • WP.5 monitors trends in achieving transport-related sustainable development goals. • WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN). • WP.5 identifies emerging inland transport issues and analyses them. 	<ul style="list-style-type: none"> • Trends are continuously monitored. • Number of countries using the SITCIN.org platform increases, additional language versions are deployed, and further applications are developed meeting the needs expressed by users. • At least one additional issue is identified, and its analysis has started.

F. Inland transport security

Activities

Expected accomplishments

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| <ul style="list-style-type: none">• WP.5 continues to serve as a platform for the exchange of information on threats and risk in inland transport, including in the field of cyber security and AI, and holds targeted meetings as necessary. | <ul style="list-style-type: none">• Effective exchange of information is ensured, among other things through the holding of designated workshops and awareness raising events. |
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