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Economic Commission for Europe

Inland Transport Committee

Eighty-second session

Geneva, 25–28 February 2020

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the eighty-second session^{*, **}

Addendum

To be held at the Palais des Nations, Geneva starting at 10 a.m. on Tuesday, 25 February 2020

1. Adoption of the Agenda

Documentation

ECE/TRANS/293/Add.1

I. Policy oriented segment

2. Environmental challenges to sustainable inland transport

Building on recommendations by the Inland Transport Committee (ITC) and Bureau debates, the general theme of the policy segment will be on “Environmental challenges to sustainable inland transport” (ECE/TRANS/2020/1). This theme will provide an opportunity to reflect on the past accomplishments of the Committee as well as current performance and future

* For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no formal documentation available in the conference room. Before the session, documents may be downloaded from the website of the ECE Sustainable Transport Division (www.unece.org/trans/main/itc/itc.html) or from the website of the public United Nations Official Document Systems (<http://documents.un.org/>). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

** Delegates are requested to complete the online registration form (available at the following link: <https://uncdb.unece.org/app/ext/meeting-registration?id=kuqLQP>). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by email (anastasia.barinova@un.org) or by phone (+41 22 917 2761). For a map of the Palais des Nations and other useful information, see website <http://www.unece.org/meetings/practical.html>.

trajectory, highlighting its value added and underlining its future potential. The high-level policy segment will consist of three panels:

(a) Climate change: the role of sustainable inland transport in emissions reduction and adaptation.

(b) What is the role for transport innovations in addressing effectively environmental and climate challenges?

(c) International cooperation for climate and environment solutions and the role of the ITC as the United Nations Platform for Inland Transport.

The meeting will conclude with the announcement of the ITC Declaration on “Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action” (ECE/TRANS/2020/2).

The Committee’s attending Heads of Delegations of Contracting Parties are **invited to endorse** the ITC Declaration.

Documentation

ECE/TRANS/2020/1, ECE/TRANS/2020/2

II. Tenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee’s Subsidiary Bodies

3. Meeting on the implementation of the ITC strategy for Government Delegates only with the Participation of the Chairs of the Committee’s Subsidiary Bodies

The Committee **may wish to recall** that following the adoption at its eighty-first session of the ITC Strategy until 2030 and the revised ITC Terms of Reference (TOR) (ECE/TRANS/288/Add.2), it had requested the secretariat, in close cooperation with the Bureau, **to consider and, if necessary, propose for adoption by the Committee at its eighty-second session, the Rules of Procedure to be followed by the Committee** (ECE/TRANS/288, para. 15 (g)). The revised ITC TOR were subsequently endorsed by the United National Economic Commission for Europe (ECE) at its sixty-eighth session (E/2019/37 and E/ECE/1488, p.8). ECE Decisions from the sixty-eighth session were transmitted to the Economic and Social Council for its consideration in July 2019. The Council deferred consideration of the revised TOR of ECE subsidiary bodies, including the ITC TOR, to its 2020 session.

In line with the decisions at its eighty-first session, the revised draft ITC Rules of Procedure (ROP) (ECE/TRANS/2020/R.1) will be presented to the Committee, **for consideration and, possibly, adoption**, subject to positive outcome of the Economic and Social Council consideration. The secretariat **will inform** the Committee about the consultations on preparing the draft ITC ROP document (Informal document No. 1).

The Committee **may wish to consider a decision** on whether Working Parties, which had adopted their own ROP, could continue to apply them. Furthermore, the Committee **may wish to note** that Working Parties that had not adopted their own ROP were following *de facto and mutatis mutandis* ECE ROP. The Committee **may wish to invite** these Working Parties **to inform the ITC** at its eighty-third session in February 2021 about their plans to align their ROP to those of the Committee or the compelling reasons that might necessitate following ECE ROP or developing their own ROP.

Furthermore, the Committee, at its eighty-first session, had invited its subsidiary bodies to take follow-up actions to align their work with the strategy (ECE/TRANS/288, paras. 15 (a) and (c)). The Committee will have the opportunity **to be apprised** of ongoing alignment activities by its Working Parties (ECE/TRANS/2020/R.2). The Committee **may wish to invite** Working Parties that had not done so at the eighty-second session, **to present** their

alignment activities to the Committee at its eighty-third session. In order to further support efficiency gains for its subsidiary bodies, the Committee may wish to **invite** them to further streamline their work, by prioritizing agenda items that are dynamic and of high interest and impact over others.

Further substantive aspects of the implementation of the ITC Strategy are integrated in the regular session items of the annotated agenda.

The Chairs of the Administrative Committees and of the Committee's subsidiary bodies, the members of the Bureau and government delegates attending the eighty-second session of the Committee are **invited to participate** in this meeting.

Due to the restricted status, the results of the discussions will be circulated in the form of Chair's conclusions among the participants of the meeting and the Chairs of the Working Parties. The Committee may, however, decide to include them as an annex to the report of its annual session.

Documentation

ECE/TRANS/2020/R.1 (restricted), Informal document No. 1, ECE/TRANS/2020/R.2 (restricted)

III. Transport Policy and Regulatory Issues that Require Decisions by the Committee

4. Strategic questions of a horizontal policy or regulatory nature

(a) Status of accession to international United Nations inland transport conventions and agreements

The Committee, in performing its role as the United Nations platform for sustainable inland transport, may wish to **discuss ways to strengthen** the regulatory governance of inland transport internationally, in light of its strategic role in supporting the implementation of the Sustainable Development Goals until 2030. In this regard, the Committee may wish to **emphasize the urgency of accelerating accessions to and implementation of** the United Nations transport conventions and agreements under its purview that form the international regulatory framework.

The Committee may also wish to **invite** countries, which have not yet done so, to accede to the United Nations conventions and other legal instruments in inland transport. The Committee may wish to **decide** on concerted actions in support of accession to and implementation of United Nations transport conventions.

When considering these issues, the Committee may wish to **take note** of ECE/TRANS/2020/3 on the status of accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of December 2019.

Documentation

ECE/TRANS/2020/3

(b) Implementation of the international United Nations inland transport conventions and agreements (statements by delegates)

Representatives of United Nations Member States which are contracting parties to United Nations inland transport conventions and agreements will have the opportunity to share national and regional experiences, including challenges and special needs, in their efforts to implement conventions to which they have acceded.

The Committee, mindful that improving implementation worldwide is a core element of the ITC Strategy and its vision in the run-up to 2030, is invited to **take note** of this information and may wish to **provide guidance to the secretariat** on ways to strengthen and leverage

the implementation of these legal instruments. Subject to Member States' deliberations, the Committee may wish to **request the secretariat to prepare an in-depth status report** on key issues and trends in implementing United Nations inland transport conventions under its purview globally, for consideration at its eighty-third session in 2021.

(c) **Challenges and emerging trends of inland transport in different regions (statements by delegates)**

Representatives of United Nations Member States that are contracting parties to United Nations inland transport conventions and agreements will have the opportunity to share challenges and emerging trends of inland transport in their respective regions.

The Committee, in performing its role as the United Nations platform for sustainable inland transport, is invited to **take note** of this information and may wish to **provide guidance to the secretariat and its subsidiary bodies** on ways to integrate these experiences in their work, in order to strengthen its relevance and impact.

(d) **Intelligent transport systems**

The Committee will be **informed** about the status of implementation of the ITS Road Map (ECE/TRANS/2020/4) that was launched at its seventy-fourth session. Furthermore, the Committee will be **informed** of the activities of IWG on ITS which adopted revised terms of reference in June 2019.

The Committee is invited to **encourage** continuation of the work of SC.1 on smart roads; of SC.3 on smart shipping, RIS, and innovative technologies in the recently adopted SIGNI; of WP.1 on the safe deployment of automated vehicles in traffic; of WP.15 on telematics for the transport of dangerous goods; of WP.29 on the adoption of the framework document on the safety of automated vehicles; of WP.29/GRVA on regulating autonomous/automated and connected vehicles (incl. cyber security); and of WP.30 on eTIR, as fostering regulatory and other activities in these areas would ensure the benefits that ITS could provide in terms of safety, environmental protection, energy efficiency and traffic management.¹

Noting that the ITS Road Map 2011–2020 is coming to its conclusion in 2020, the Committee may wish to **assess its impact** and the extent to which it encouraged ITS activities linked to infrastructure and all transport modes and contributed to addressing ITS issues in an integrated approach.

On this basis, the Committee is **invited to further consider** the status of ITS in its work beyond the current ITS Road Map. Furthermore, in light of global mega trends, technological developments, and the ongoing transformation of the Committee and its Working Parties, the Committee may wish to **consider whether** an updated Road Map would be warranted. In that case, the Committee may wish to **request the secretariat to prepare an updated ITS Road Map** for consideration at its eighty-third session and **provide guidance to the secretariat on ways to enhance its relevance and impacts**.

Documentation

ECE/TRANS/2020/4

(e) **Environment, climate change and transport**

(i) *Inland Transport Committee follow-up to the 2030 Agenda*

The Committee will be **informed** about progress in implementing the Sustainable Development Goals and major global processes/initiatives to track progress, including the targets and indicators of the Sustainable Development Goals, the Sustainable Mobility for All (SUM4ALL) initiative. ITC directly contributes to all three processes through its regulatory, analytical, capacity-building and policy-relevant work. The Committee is invited to **consider** ways to strengthen its possible role and contribution within the Sustainable Development Goals framework in the period until 2030 (ECE/TRANS/2020/5). In these

¹ More details on automated vehicles and traffic regulations are also addressed under agenda item 4 (h); elements on the use of automated vehicles are addressed under agenda item 4 (i).

considerations, the Committee may also wish to reflect on its annual report, that is presented under agenda item 5 (d).

Documentation

ECE/TRANS/2020/5

- (ii) *Inland Transport Committee acting on Climate Change and the Paris agreement: Decarbonisation and adaptation requirements*

The Committee will be **informed** about the For Future Inland Transport Systems (ForFITS) Tool² in the activities to support governments to mitigate the negative impacts of transport on the environment (Informal document No. 2). ForFITS is a monitoring and assessment tool for CO₂ emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The Committee is invited to **decide** how to best use the ForFITS tool to assist member States to reach their goals and obligations.

The Committee will be presented with the results of the analytical work carried out by the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes in ECE region.

Documentation

Informal document No. 2

- (iii) *Mitigation of environmentally harmful effects of inland transport*

The Committee will be **informed** about progress in relation to work on green transport across the division, in particular in relation to implementing the ITC strategy. The Committee may wish to **request** that a study is prepared on green transport to be completed by the end of 2021 and presented to the eighty-fourth session of ITC.

- (iv) *Transport, Health and Environment Pan-European Programme*

The Committee may wish to **take note** of the report of THE PEP Steering Committee on its seventeenth session (21–23 October 2019, Geneva) (ECE/AC.21/SC/2019/2). The Committee may wish to welcome the extension of Mr. Robert Thaler as Chair of the Steering Committee for 2020.

The Committee may wish to be **informed** about the preparations for the upcoming fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna but due to unforeseen circumstances had to be postponed to November 2020. These preparations also include the drafting of a Declaration to be supported at the High-level Meeting. As part of the deliverables for the High-Level Meeting the Committee may wish to **endorse** the completion of a third study on green jobs in transport, a study on managed mobility, a handbook on good practices and case studies in the field of sustainable transport and urban planning and the finalisation of a masterplan for cycling promotion.

The Committee is invited to consider taking actions towards strengthening the presence of the transport sector in THE PEP, in particular, by designating national focal points as well as supporting the successful outcome of the Fifth High-level Meeting.

(f) Inland transport security

The Committee will be **briefed** on the results of a workshop on strengthening security on inland freight routes co-organized with OSCE in conjunction with the WP.5 on Transport Trends and Economics on 3–4 September 2019.

(g) Analytical work on transport

The Committee will be informed about the analytical work of 2019 carried out in the framework of the Working Party on Transport Trends and Economics (WP.5). WP.5 serves as a think tank for ITC. It leads policy discussions on subjects of a horizontal nature and that

² Originally developed by ECE with funding from the United Nations Development Account.

are relevant for ECE member States, the Committee and its subsidiary bodies, and for the legal and regulatory framework of inland transport.

Among other analytical outputs, the Committee will be presented with:

- Key lessons learned and recommendations from the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes in analysing climate change impacts on transport networks and nodes (ECE/TRANS/WP.5/2019/3)
- Progress in establishing ECE-led Transport Infrastructure Observatory
- Progress in benchmarking transport infrastructure construction costs
- Progress in preparing THE PEP Pan-European Cycling Master Plan
- Mobility as a Service (Informal document No. 3)
- Work of the ECE ITC and its Working Parties in assisting member States in achieving the inland transport-related Sustainable Development Goals (ECE/TRANS/WP.5/2019/5)
- SITCIN project (Informal document No. 4)
- A handbook on good practices and case studies in the field of sustainable transport and urban planning.

The Committee will be also **presented** with the 2020–2021 and long-term programmes of work for WP.5 (ECE/TRANS/WP.5/66 Annex II). The long-term programme identifies six main cluster of work of WP.5 (Development of transport networks and/or links, Transport and climate change, Sustainable urban mobility, Transport infrastructure data, Review and monitoring of emerging issues and sustainable development goals, and Inland transport security), while the biennial programme specifies concrete activities within the clusters. The programmes have been aligned with the priorities of the ITC strategy until 2030.

The Committee will be further **presented** with the mandate and terms of reference for the Group of Experts on assessment of climate change impacts and adaptation for inland transport (ECE/TRANS/2020/6). The Group of Experts, under WP.5 auspices, should lead the work in the cluster on transport and climate change adaptation with the focus on analytical work and research on impacts of climate change on transport assets and operations and identification of most suitable adaptation measures. The Committee will be **invited to approve** the establishment of the Group **and endorse** its TOR (ECE/TRANS/2020/6).

Documentation

Informal document No. 3, Informal document No. 4, ECE/TRANS/2020/6

(h) Road safety

The Committee will be **informed** about recent developments in the work carried out by the Global Forum for Road Traffic Safety (WP.1). This will include information about subject areas such as automated vehicles, international driving permits, vulnerable road users, powered two-wheeler policies, the Consolidated Resolution on Road Traffic (R.E.1), and road safety and Sustainable Development Goals.

The Committee **will be invited to consider and, possibly, approve** the establishment of a new Group of Experts tasked with drafting a new legal instrument on the use of automated vehicles in road traffic, as per WP.1 request (ECE/TRANS/WP.1/169, para 28). The TOR of the new Group of Experts are contained in ECE/TRANS/2020/7.

The Committee will also be **informed** about the work and achievements of the Group of Experts on Road Signs and Signals (GERSS) which completed its mandate (in the area of the road signs in the 1968 Convention on Road Signs and Signals) in June 2019 by submitting its final report (ECE/TRANS/WP.1/2019/4) and a corresponding set of comprehensive amendment proposals (ECE/TRANS/WP.1/2019/5). The Committee will be **invited to endorse a WP.1 decision** to extend the mandate of GERSS to 31 December 2020 (ECE/TRANS/WP.1/167, para. 33) to allow the Group to complete the work on the

“additional” road signs i.e., the signs which could be considered to be part of the 1968 Convention in the future. The Committee will be **informed** on the progress of developing e-CoRSS which is an electronic version of the 1968 Convention on Road Signs and Signals.

The Committee may wish to **take note** of progress in implementing the ECE Road Safety Action Plan (ECE/TRANS/2020/8 and Informal document No. 5).

In line with the ITC Strategy 2030 and with the purpose of strengthening the Committee’s contribution to the global efforts to address the road safety crisis, the Committee will be **presented** with the draft “ITC Recommendations for Enhancing National Road Safety Systems” (ECE/TRANS/2020/9), which were prepared on the basis of the experiences of ECE member States and those of maritime/air safety. They have been prepared following consultations and comments by the Committee’s Bureau, Working Parties and Administrative Committees (Informal document No. 6) and aim to provide a full picture of the National Road Safety Systems, in order to support the successful, step-by-step integration of the safe-system approach to national efforts to improve road safety. **The Committee is invited to consider, and possibly adopt**, the draft ITC Recommendations, taking into consideration the outcomes of the third Global Ministerial Conference on Road Safety (Stockholm/Sweden, 19–20 February 2020), to ensure best use of its momentum.

As a supporting assessment tool that is intended to operationally enhance the abilities of national administrations to systematically and efficiently identify gaps in their national road safety systems, in line with the safe-system approach, the Committee in **invited to endorse** the Road Safety System Assessment Concept Note and Outline (ECE/TRANS/2020/10). A Road Safety System Assessment (RSSA) is an assessment of a country’s progress and needs in improving its Road Safety Management and Performance, as measured by the numbers of road users that are being killed or seriously injured over time. The RSSA is based on the comprehensive analysis of the existence and functioning of a country’s road safety system including institutions, legislation, enforcement, education, policies, infrastructures and links to the international regulatory support (United Nations road safety conventions).

The Committee will be **informed about** the main developments in the activities of the United Nations Secretary-General’s Special Envoy for Road Safety, Mr. Jean Todt, and areas of cooperation with the Committee (ECE/TRANS/2020/11). The Committee may wish to **express its appreciation** to the Special Envoy for his leadership, **welcome** the hosting of the Special Envoy’s secretariat by ECE since 2015, and **encourage a request from its Member States to** the United Nations Secretary-General, to maintain the institution of Special Envoy for Road Safety through to 2030 to ensure continued attention on road safety.

The Committee will be **informed** about the operationalization of the United Nations Road Safety Fund (UNRSF) and the successful launch of the first formal call for proposals, as well as the current status and expected future trajectory for the Fund (ECE/TRANS/2020/12). The Committee may wish **to take note** of progress in setting up the secretariat of the Fund, which is hosted by ECE. The Committee **may wish to thank** Sweden for its contribution as representative of the ECE region to the Fund’s Advisory Board. The Committee’s members are **invited to convey**, through Sweden, regional views and priorities on the Fund’s future direction.

Furthermore, the Committee **may wish to express its strong support** for the regional and global work of UNRSF, **emphasize** its unique role to make a tangible and lasting contribution to successfully meet global road safety targets in the post-Stockholm era, **welcome** the hosting of the secretariat by ECE, **encourage** its Member States to consider possible financial contributions to the Fund and extend their cooperation in support of its mission, and **thank** Sweden for successfully organizing the third Global Ministerial Conference on Road Safety and representing ECE at the Advisory Board of the Fund.

Documentation

ECE/TRANS/2020/7, ECE/TRANS/2020/8, Informal document No. 5,
ECE/TRANS/2020/9, Informal document No. 6, ECE/TRANS/2020/10,
ECE/TRANS/2020/11, ECE/TRANS/2020/12

(i) Harmonization of vehicle regulations

The Committee will be **informed** about the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties (GRBP, GRE, GRPE, GRVA, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement (ECE/TRANS/2020/13).

The Committee will also be **informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2019/1/Rev.2 which provides a detailed overview of the distribution of the areas of work among the different groups.

The Committee may wish to **note** that over 40 informal groups worked during 2019 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 152 existing UN Regulations annexed to the 1958 Agreement, 20 UN Global Technical Regulations associated to the 1998 Agreement and 4 UN Rules annexed to the 1997 Agreement with 139 amendments.

The Committee may wish to **note** the number of contracting parties to the 1958 Agreement (56), to the 1998 Agreement (36), and to the 1997 Agreement (15).

The Committee may wish to be **informed**, that the lighting regulations simplification package consisting of three new UN Regulations on Light Signalling Devices, on Road Illumination Devices and Retroreflective Devices, which cover the prescriptions of twenty-one individual UN Regulations, entered into force on 15 November 2019. On the same date the new UN Regulation on Blind Spot Information System for the detection of Bicycles entered into force too. The new UN Regulation on Advanced Emergency Braking Systems for M₁ (cars) and N₁ (vans) vehicles, the first UN Regulation developed by the recently created Working Party on Automated/Autonomous and Connected Vehicles entered into force on 22 January 2020.

The Committee may wish to **note** that the third amendment of the 1997 Agreement entered into force on 13 November 2019. This amendment will not only enhance clarity of the provisions by adding further definitions, but it also provides for an enhanced level of quality based on the requirements of the new appendix 3 on conformity of the periodical technical inspection process.

The Committee may wish to **note** that the Executive Committee of the 1998 Agreement established five amendments to Global Technical Regulations No. 2 (Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption), No. 15 (Worldwide harmonized Light vehicle Test Procedure) and to No. 19 (Evaporate Emission Test Worldwide harmonized Light Duty Test Procedure).

The Committee may wish to be **informed** about the status of ECE hosting of the type-approval database DETA³ through XB resources following the entry into force of Revision 3 to the 1958 Agreement.

Documentation

ECE/TRANS/WP.29/2018/2/Rev.2, ECE/TRANS/2020/13

(j) Transport of dangerous goods

The Committee may wish to **note** that the Economic and Social Council adopted resolution E/RES/2019/7 on 6 June 2019, on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 7) and that the Working Party on the Transport of Dangerous Goods (WP.15), the RID/ADR/ADN⁴ Joint Meeting and the ADN Safety

³ Database for the Exchange of Vehicle Type Approvals (DETA).

⁴ Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European

Committee have already taken or are taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee may also wish to **note** that, pursuant to operative paragraph 2 of section A and paragraph 3 of section B, the secretariat has already published the twenty-first revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French [, Russian and Spanish]), the seventh revised edition of the Manual of Tests and Criteria (in English, French [and Spanish]) and the eighth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in English, French and Spanish). Other language versions should be available soon.

The Committee may wish to **note** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 1 to 5 July 2019 (see report ST/SG/AC.10/C.3/110) and again from 4 to 10 December 2019. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 8 to 10 July 2019 (see report ST/SG/AC.10/C.4/74) and again from 11 to 13 December 2019.

The Committee may wish to **note** that the number of contracting parties to the ADR remains 51. The Committee may also wish to **note** that Malta ratified the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, which was adopted by the Conference of the Contracting Parties on 28 October 1993. This Protocol has not yet entered into force as not all Contracting Parties to the ADR have become parties to it (38 contracting parties have done so to date). The Committee may wish to **urge** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) to take the necessary steps to allow the Protocol to come into force.

The Committee may wish to **note** that the second meeting of the Conference of the Parties to the 1957 European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) was held in Geneva on 13 May 2019, pursuant to Article 13 of the Agreement, at the request of the Government of Portugal and with the consent of the Governments of Azerbaijan, Belarus, Czech Republic, Finland, Georgia, Greece, Netherlands, Russian Federation, Serbia, Slovakia, Spain, Switzerland, Tunisia, Turkey and Ukraine. The Committee may wish to **welcome** the adoption by the Contracting Parties to the Agreement of a Protocol to amend the title of ADR to the “Agreement concerning the International Transport of Dangerous Goods by Road”, removing the “European” prefix. The change in title of ADR will enter into force on 1 January 2021, provided that none of the Parties have given the Secretary-General written objection to it by 30 November 2019 (see Depository Notification C.N.233.2019.TREATIES-XI.B.14). While ADR has been open to accession by all United Nations Member States since its entry into force in 1968, the “European” title of the agreement has proven to be a barrier to joining ADR for parliaments and legislative bodies in a number of countries. Following the decision to remove the word “European” and taking into account General Assembly Resolution 72/271 of 12 April 2018 on Improving global road safety, reaffirming the role and importance of ADR as one of the main United Nations legal instruments contributing to road safety and encouraging Member States that have not yet done so to consider becoming contracting parties, the Committee may wish to **encourage** all United Nations Member States to join and fully implement ADR.

The Committee may wish to **note** that WP.15 endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; adopted amendments specific to ADR, e.g. as regards construction and equipment of vehicles for the carriage of dangerous goods; requested the secretariat to prepare a consolidated list of all the amendments which it had adopted so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR. All these amendments should come into force on 1 January 2021.

The Committee may wish to **endorse** the request by WP.15 that the consolidated text of ADR as it would be amended on 1 January 2021 be published by the secretariat, sufficiently in

Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

advance to prepare for its effective implementation before the entry into force of the amendments in question.

The Committee may also wish to **note** that the number of Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) remains 18.

The Committee may wish to **note** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) held its thirty-fifth session from 26 to 30 August 2019.

The Committee may wish to **note** that the ADN Safety Committee has adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels and will meet again from 27 to 31 January 2020 (see agenda ECE/TRANS/WP.15/AC.2/73).

The ADN Administrative Committee should meet on 31 January 2020 (see agenda ECE/ADN/52 and Add.1), mainly to adopt all draft amendments prepared by the Safety Committee in 2019 and January 2020, i.e. the set of amendments that should enter into force on 1 January 2021 and that would ensure harmonization of ADN with ADR and RID.

Documentation

Informal document No. 7, ST/SG/AC.10/C.3/110, ST/SG/AC.10/C.4/74, ECE/TRANS/ADR/CONF/2019/2, C.N.233.2019.TREATIES-XI.B.14, ECE/TRANS/WP.15/246, ECE/TRANS/WP.15/248, ECE/TRANS/WP.15/AC.1/154 and Add.1, ECE/TRANS/WP.15/AC.1/156 and [Adds.1–2], ECE/TRANS/WP.15/AC.2/72, ECE/ADN/51

(k) **Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)**

The Committee will be **informed** about the main outcome of the 151st, 152nd and 153th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/302, ECE/TRANS/WP.30/304 and ECE/TRANS/WP.30/306) and will be invited to **take note** of the activities of the TIR Administrative Committee (AC.2) in the year 2019, including, but not limited to, amendments adopted (ECE/TRANS/WP.30/AC.2/141, ECE/TRANS/WP.30/AC.2/143 and ECE/TRANS/WP.30/AC.2/145), as contained in document ECE/TRANS/2020/14.

In particular, the Committee will be **informed** about progress in the discussions at AC.2 on the eTIR legal framework, leading up to the agreement on a final text which **will be tabled for adoption at the February 2020 session of AC.2**, and will be asked to **express its support** for continuing the eTIR project, and to this end: (a) **decide to prolong** the mandate of the Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2020 until its conversion into a formal Expert Group, (b) **urge** contracting parties and relevant stakeholders, once more, to secure the funds required to operationalize the eTIR project and (c) **urge** contracting parties to not raise an objection to the proposals for a new Annex 11 to the TIR Convention, introducing the computerization of the TIR procedure into the legal text of the Convention.

At the same time, the Committee will be **invited to consider** ECE/TRANS/WP.30/2019/9 and its Corr.1 which contains a proposal to convert WP.30/GE.1 into a formal Expert Group, together with its TOR, agreed by WP.30 at its 153rd session. The Committee **will be requested to establish** the Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) **and endorse** its Terms of Reference. The Group will be expected to meet, at least, twice in 2020 and, at least, twice in 2021 before concluding its work with its final report, to be submitted to WP.30 at its February 2022 session.

The Committee will be **informed** about follow-up actions taken by WP.30 in response to a joint invitation by the Chair of ITC and the Director of the Sustainable Transport Division, to the Chairs of Working Parties and Administrative Committees under the purview of ITC to take follow-up actions on aligning their work with the ITC strategy, in particular its road safety-related aspects. The Committee is invited to **take note** that, in response to the joint

invitation, WP.30 considered two documents at its 153rd session. First, WP.30 considered document ECE/TRANS/WP.30/2019/7/Rev.1 containing the results of a survey on customs-related activities in the field of road safety and requested the secretariat to transmit it to ITC for information. Second, WP.30 considered document ECE/TRANS/WP.30/2019/8 and its Corr. 1 (English only) containing proposals to align the work of the Working Party with the ITC strategy. The Committee is invited to **take note** that WP.30 expressed its readiness, in principle, to support the implementation of the ITC strategy and, thus, tentatively agreed with the proposed timetable for the tasks to be undertaken, subject to further assessment at any time in the future (ECE/TRANS/2020/14).

Documentation

ECE/TRANS/2020/14, ECE/TRANS/WP.30/2019/9 and Corr.1, ECE/TRANS/WP.30/2019/7/Rev.1, ECE/TRANS/WP.30/2019/8, ECE/TRANS/WP.30/2019/8/Corr.1 (English only).

(l) Transport of perishable foodstuffs

The Committee will be **informed** about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-fifth session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in 2019 (ECE/TRANS/WP.11/241).

The Committee may also wish to **note** that at its seventy-fourth session WP.11 adopted provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications. Because they do not damage the atmospheric ozone layer, they are often used as substitutes for ozone-depleting substances. However, F-gases are powerful greenhouse gases, with a global warming effect up to 23,000 times greater than carbon dioxide (CO₂), and their emissions are rising strongly. It is therefore important to facilitate the replacement of F-gases for new refrigerants to help reduce emissions and combat climate change.

The Committee may wish to **note** that of the number of Contracting Parties to the Agreement remains at fifty.

(m) Road transport

The Committee **will be informed** about the latest developments in the work carried out by the Working Party on Road Transport (SC.1) and by the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).

In particular, the Committee **will be updated** on the progress of proposals to amend AETR Article 14 (eligibility to accede), 22 and 22bis (amendment procedures) as well as to create a new Appendix 1C (on the basis of European Union Regulations 165/2014, 2016/799 and 2018/502).

The secretariat **will also inform** the Committee about the reconciliation of the differences in “AETR regimes” in European Union and non-European Union contracting parties following the compulsory adoption of the smart tachograph by the European Union AETR contracting parties on 15 June 2019.

The Committee **will then be informed** about the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR), and the creation of an informal group of experts on e-CMR to prepare a paper detailing the research and other actions needed and/or recommended for the operationalization of e-CMR, which was requested by the Committee at its eighty-first session.

The Committee **will also be informed** about the new technologies in road transport that were shared at, as well as the discussions related to road infrastructure in general that took place during, the 114th session of SC.1.

Finally, the Committee **will be informed** about the progress in developing a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus).

(n) Rail transport

The Committee **will be informed** about the results of the seventy-third session of the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/232). The Committee may wish also **to be informed** about the results of the workshop on “Making rail freight more competitive: The coordinated development of the rail network with a focus on how to work together at the government and sectoral levels on the EATL” held during the last session of SC.2.

The Committee may wish to **note** discussions on amendments to the AGC have been accepted and a consolidated version of the agreement has been completed and published (ECE/TRANS/63/Rev.4). The Committee may wish to **be informed** about progress on the second phase of the master plan on high-speed trains for the TER region and the cooperation with the TER project. The Committee may wish to be **informed** about railway financing issues. In addition, the Committee **may wish to be updated** on progress in relation to the other key areas addressed by the Working Party aimed at making rail transport more competitive.

The Committee may wish to be **informed** about the results of the Group of Experts on Unified Railway Law on preparing a new legal regime for rail transport. In particular the Committee may wish to **approve** the request of SC.2 to extend the mandate of the Group by one more year (two meetings) to complete its mandate.

The Committee may also wish to **approve** the request of SC.2, following a proposal by Luxembourg, to create a Group of Experts on the Permanent Identification of Railway Rolling Stock on the basis of TOR included in ECE/TRANS/2020/15.

The Committee is **invited to give guidance** on these activities.

Documentation

ECE/TRANS/2020/15

(o) Intermodal transport and logistics

The Committee will be **informed** about the results of the sixty-second session of the Working Party on Intermodal Transport and Logistics (ECE/TRANS/WP.24/145). In particular, the Committee may wish to be **informed** on the work carried out by the Working Party on:

- (a) amendments to European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and to the Protocol of the AGTC;
- (b) the Code of Practice for Packing of Cargo Transport Units (CTU Code) and progress in establishing the Group of Experts on CTU Code;
- (c) National policy measures to promote intermodal transport;
- (d) Intermodal and logistics issues along Euro-Asian Transport Links; and
- (e) the organization of the Forum on Sustainable Transport Connectivity between Europe and Asia within the framework of WP.24.

(p) Project related activities: Trans-European Motorway and Trans-European Railway Projects

The Committee **will be informed** about the recent developments in the Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) projects (Informal document No. 8).

Furthermore, the Committee **may wish to be informed** that two TEM reports, “Managing climate change risks in the road infrastructure subsector” and “Data management in transport infrastructure” will be finalized in 2020. The Committee may wish to **express its support**

for the publication of these reports to facilitate their dissemination and thus strengthen their impact in relevant countries.

The Committee will be **informed** about the status of the TER Deputy Manager, as well as the TEM project management.

The Committee **may wish to support** the activities carried out in the two projects and express its opinion on the future directions as considered in Informal document No. 8.

Documentation

Informal document No. 8

(q) Inland water transport

The Committee may **wish to endorse** the revised White Paper on the progress, accomplishments and future of sustainable inland water transport adopted by the Working Party on Inland Water Transport (SC.3) at its sixty-third session.

The Committee **may wish to take note** on the ongoing work by SC.3 on monitoring the implementation of the Wroclaw Declaration (ECE/TRANS/SC.3/2019/6).

The Committee **may wish to take note** of the progress in smart shipping on inland waterways, including the resolution in support of developing automation in inland navigation that was adopted by SC.3 at its sixty-third session (ECE/TRANS/2020/16).

The Committee **will be informed** about the progress reached by SC.3 and its subsidiary bodies in 2019: (a) the adoption of the road map for accession to the European Agreement on Main Inland Waterways of International importance; (b) ongoing work on the European Code for Inland Waterways (CEVNI); (c) the adoption of amendment No. 1 to the second revision of resolution No. 61; (d) the adoption of the revised resolution No. 21, "Prevention of pollution of inland waterways by vessels"; (e) adoption of revised Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 4) and the International Standard for Notices to Skippers in Inland Navigation (resolution No. 80, revision 1); (f) the promotion of recreational navigation, including the activities of the Informal Working Group on Recreational Navigation, updating annex IV to resolution No. 40, International Certificate for Operators of Pleasure Craft (ICC) and the online database of ICC specimens.

The Committee **may wish to take note** of the decision of SC.3 (a) on how to align its activities with the ITC strategy, (b) to continue preparing its programme of work and biennial evaluation for two years, and (c) the adopted programme of work and biennial evaluation for 2020–2021 (ECE/TRANS/SC.3/2019/21).

The Committee **will be informed** about the outcome of the workshops on inland water transport held in 2019: (a) "Education standards and professional requirements in inland navigation" (13 February 2019), (b) Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations (19 June 2019) and (c) Integration of Inland Water Transport in Multimodal Transport and Logistics Chains (6 November 2019).

Documentation

ECE/TRANS/2020/16

(r) Transport statistics and data

The Committee **will be informed** of the latest activities in transport statistics, including updates regarding the seventieth session of the Working Party on Transport Statistics, which started with a workshop on urban public transport statistics in the context of monitoring Sustainable Development Goal 11.

The Committee **will be informed** that the secretariat has recently prepared a number of publications including Statistics of Road Traffic Accidents in Europe and North America, and the Transport Statistics Infocards which summarize key transport statistics for ECE member States (ECE/TRANS/2020/17 and Informal document No. 9). The Committee will

be informed that the fifth edition of the Glossary for Transport Statistics was published in July 2019 in cooperation with Eurostat and the International Transport Forum.

The Committee may wish to note that WP.6 continues to be actively involved in monitoring the transport-related Sustainable Development Goals and has recently been working towards guidance on how countries may measure indicator 9.1.2 on passenger and freight volumes.

Documentation

ECE/TRANS/2020/17, Informal document No. 9

5. Strategic questions of partnerships and technical assistance:

(a) Policy dialogue and technical assistance to countries with economies in transition and developing economies;

In line with the ITC Strategy until 2030, the Committee **will be presented** with the draft ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18. The secretariat will **inform** the Committee about the consultations on preparing the Action Plan.

The Committee is invited to (a) **consider and adopt** the ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18 and (b) **provide guidance** to the secretariat on implementation.

Documentation

ECE/TRANS/2020/18

(b) Continued support to land-locked countries: the Vienna Programme of Action

The Committee will be **informed** about the outcomes of the Comprehensive High-Level Mid-term Review of Implementation of the Vienna Programme of Action which was held in New York on 5 and 6 December 2019. The Committee will also be **briefed** on the outcomes of a workshop on quantifying transport costs for landlocked developing countries co-organized with United Nations OHRLLS in conjunction with WP.5 on 2 September 2019.

(c) Partnerships and activities of other organizations of interest to the Committee

(i) Transport developments in the European Union

The Committee will be **informed** by a representative from the Directorate-General for Mobility and Transport of the European Commission about the most important legislative and policy initiatives in transport undertaken by the European Union in 2019.

(ii) Developments related to the work of the International Transport Forum

The Committee will be **informed** by a representative of the International Transport Forum about the latest developments in the work of the Forum.

(iii) Activities of other organizations of interest to the Committee

The Committee may wish to be **informed** by representatives from other organizations about their recent activities of interest to the Committee.

(iv) Dialogue with United Nations Regional Commissions on ongoing activities related to inland transport

The Committee **will invite** representatives of the other United Nations regional commissions to share information and discuss ongoing activities of inland transport in their regions.

(d) Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2019

The Committee will be **presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2019, in administering the 59 United Nations conventions, agreements and other types of legal instrument which shape the international

legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2020/19). The focus is on the impacts of the work of the Working Parties and contribution to implementing the Sustainable Development Goals.

The Committee is invited to **discuss** the annual report and to **provide guidance** on improving the visibility and awareness of the results, noting that the annual report would benefit greatly from substantive feedback from contracting parties on the *impacts* of the Committee's work especially at the national context. For this purpose, the Committee **invites** its member States to share with the secretariat and within the framework of the Committee's Working Parties, as appropriately, evidence-based information on the impacts of the ongoing work of the Committee's subsidiary bodies in administering United Nations inland transport conventions, as assessed through national reviews, estimates, cost-benefit analyses and other relevant tools deployed by national administrations.

Documentation

ECE/TRANS/2020/19

IV. Governance and Programmatic issues requiring decisions by the Committee

6. Matters arising from the United Nations Economic Commission for Europe, the Economic and Social Council and other United Nations bodies and Conferences

(a) Economic and Social Council, and other United Nations bodies and Conferences

The Committee will be **informed** by the secretariat about recent matters arising from Economic and Social Council and other United Nations bodies and Conferences of interest to the Committee.

(b) Activities of the Commission and report of the Committee to the Executive Committee

The Committee **will be informed** by the secretariat about recent matters arising from activities of the Commission of interest to the Committee, including about further development of ECE-wide nexus areas, i.e. intersectoral (horizontal) coordination workstreams in ECE, as part of aligning the work of ECE to the Sustainable Development Goals.

The Committee may wish to **give guidance to** its Chair on the key messages in the report — to be prepared in consultation with the secretariat — to EXCOM at a future session.

7. Approval of the reports of the Committee's subsidiary bodies

The Committee may wish to **approve** as a whole the reports and related activities of its subsidiary bodies and **request** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document.

Documentation

ECE/TRANS/WP.1/167, ECE/TRANS/WP.1/169; ECE/TRANS/WP.5/66;
 ECE/TRANS/WP.6/177; ECE/TRANS/WP.11/241; ECE/TRANS/WP.15/246,
 ECE/TRANS/WP.15/248, ECE/TRANS/WP.15/AC.1/154 and Add.1,
 ECE/TRANS/WP.15/AC.1/156 and Add.1–2, ECE/TRANS/WP.15/AC.2/72 and Add.1,
 ECE/TRANS/WP.15/AC.2/70 and Corr.1, ECE/ADN/49, ECE/AND/51;
 ECE/TRANS/WP.24/145; ECE/TRANS/WP.29/1145, ECE/TRANS/WP.29/1147,
 ECE/TRANS/WP.29/1149; ECE/TRANS/WP.30/302, ECE/TRANS/WP.30/304,
 ECE/TRANS/WP.30/306; ECE/TRANS/WP.30/AC.2/141, ECE/TRANS/WP.30/AC.2/145;
 ECE/TRANS/SC.1/412, ECE/TRANS/SC.1/410; ECE/TRANS/SC.2/232;
 ECE/TRANS/SC.3/210

8. Results of the meetings of the Bureau of the Inland Transport Committee

The Committee will **consider** document ECE/TRANS/2020/20, containing the results of the meetings held by the ITC Bureau in 2019. The Committee may wish to refer to the decisions of the Bureau under the relevant items of its agenda.

The Committee may further wish to **note** that the adoption of the report of the eighty-second session will be limited to a list of main decisions. The complete report of the Committee will be circulated at a later stage.

Documentation

ECE/TRANS/2020/20

9. Election of officers for ITC sessions in 2021 and 2022

The Committee is expected to **elect** its officers for its sessions in 2021 and 2022.

10. Composition of the ITC Bureau for the ITC sessions in 2021 and 2022

The Committee may wish to **decide** on the composition of its Bureau for its sessions in 2021 and 2022.

11. Programme of work for 2020

The Committee may wish to recall that in December 2017 the seventy-second session of the General Assembly adopted resolution A/72/266 “Shifting the management paradigm in the United Nations.” In this resolution, Member States approved the proposed change from a biennial to an annual budget period on a trial basis, beginning with the programme budget for 2020, and requested the Secretary-General to conduct a review of the budgetary cycle in 2022, following the completion of the first full budgetary cycle. The General Assembly also decided to review at its seventy-seventh session, with a view to taking a final decision, the implementation of the annual budget.

The Committee is **invited to adopt** the draft programme of work of the Transport Subprogramme for 2020 (ECE/TRANS/2020/21) and **recommend** it to the Executive Committee for approval.

Documentation

ECE/TRANS/2020/21

12. Programme Plan for 2021

The Committee is invited to **review and comment** on the Programme Plan for 2021 for the transport subprogramme (ECE/TRANS/2020/22).

Documentation

ECE/TRANS/2020/22

13. List of publications for 2021

The secretariat will **inform** the Committee about the publications programme for 2021, in line with the United Nations management reform. The Committee is **invited to consider, support and endorse** the list of publications contained in ECE/TRANS/2020/23.

The Committee **recommends** that the relevant Working Parties take part in the preparation of these publications, if appropriate.

Documentation

ECE/TRANS/2020/23

14. Schedule of meetings in 2020

A preliminary list of meetings has been circulated for **consideration** and **adoption** by the Committee, based on proposals from the Committee's subsidiary bodies.

Documentation

ECE/TRANS/2020/24

V. Miscellaneous**15. Any other business. Dates of next session**

The Committee may wish to **note** that its eighty-third session is tentatively scheduled to be held in Geneva from 23 to 26 February 2021.

VI. List of decisions**16. Adoption of the list of main decisions of the eighty-second session**

The Committee will **adopt** the list of main decisions of the eighty-second session (ECE/TRANS/2020/R.3).

VII. Tentative timetable

Tuesday, 25 February	10 a.m.–1 p.m.	Items 1,2
	3–4.30 p.m.	Item 2 (cont'd)
	4.30–6 p.m.	Item 3 (restricted session)
Wednesday, 26 February	10 a.m.–1 p.m.	Item 4
	3–6 p.m.	Items 4 (cont'd)
Thursday, 27 February	10 a.m.–1 p.m.	Item 5
	3–6 p.m.	Items 6–15
Friday, 28 February	10 a.m.–1 p.m.	Item 16