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Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

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Other Business

Submitted by the secretariat

At the last session, the secretariat informed WP.1 about the ITC strategy (ECE/TRANS/288, para 15(a)) and the resulting implications for ITC subsidiary bodies, including a request “to take follow-up actions to align their work with the strategy” (ECE/TRANS/288, para 15(c)). As a result, WP.1 discussed its activities in the framework of Table 1 in ECE/TRANS/288/Add.2 and requested the secretariat prepare an informal document containing the comments made. This document (table) provides these comments in the third column. WP.1 will be invited to discuss and possibly adopt this document.

<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>WP.1 observations</i>
Servicing of legal instruments	The servicing and administering of legal instruments, especially in the fields of vehicle regulations harmonization, transport of dangerous goods, border crossing facilitation and road safety, represent the most important task of the ITC. This includes, in particular, the regular and timely amendments as well as the consolidation of amendments to legal instruments and discussion on their implementation.	The Global Forum for Road Traffic Safety (WP.1) is a permanent United Nations forum for member states to discuss the need to amend any legal instrument for which WP.1 is responsible.
Promotion of accession by non-ECE member States to the United Nations legal instruments	a. Amendments to the TOR of ITC by 2020 b. Amendments to the legal instruments with geographical and procedural barriers by 2025 c. Review of relationship of the existing legal instruments and recommendations by 2022 d. identification of additional necessary legal instruments	a. N/A b. WP.1 has already informally rejected the changes to eligibility provisions in the “European Supplements” to both 1968 Conventions. Nevertheless, prior to 2025, WP.1 will undertake further discussions concerning amending final clauses in those and other legal instruments. c. WP.1 is continuously reviewing the legal instruments under its responsibility as well as consolidated and other applicable resolutions. d. As per point c above
New legal instruments under the Sustainable Development Agenda	a. Finalizing three new legal instruments that are under development: URL, OmniBUS and Rail Passenger Convention b. Exploring possible new legal instruments from 2020	a. N/A b. As per point c above
New or adjusted/updated existing capacity building programme, training manuals, guidelines, standards and competency criteria as well as training courses	a. Comprehensive Plan on capacity building by 2020 - adjustment/updating of existing training materials from 2020 b. new training materials, standards and competency criteria from 2022 c. training courses from 2019	WP.1 does not currently develop training materials, nor does it provide training courses. WP.1 will however consider “incorporating training standards and competencies in legal instruments if necessary”
Development of indicators	From 2019	N/A
Regional and global platforms for digitalization, automated driving and intelligent transport systems	a. Further expand global participation in, and cooperation between, WP.1 and WP.29 b. Update DETA and host it at ECE from 2022 onwards c. Promote the accession and operationalization of the e-CMR within the ECE region and beyond from 2019 d. Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023, subject to the	a. WP.1 is currently revising/updating its terms of reference and rules of procedure to – among others – encourage non-ECE member states to participate in its work b. N/A c. N/A d. N/A e. N/A

<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>WP.1 observations</i>
	entry into force of new Annex 11 to the TIR Convention e. Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030	
Regulatory environment to promote automated vehicles, as well as low-carbon and low emissions vehicles	Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary	The Global Forum for Road Traffic Safety (WP.1) is a permanent United Nations forum for member states to discuss the need to amend any legal instrument for which WP.1 is responsible. WP.1 is open – should the need arise – to developing a new legal instrument
Organize regional, interregional and global thematic segments on sustainable inland transport during the ITC sessions	ITC Agenda items on challenges in different regions from 2020	N/A
Regional integrated intermodal infrastructural connectivity and mobility	a. Support to integrated intermodal connectivity and mobility from 2020, including TEM, TER, intermodal and logistics b. Transport Statistics: Continuation and improvement of the data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. From 2019 to 2030	a. This does not appear to be applicable to WP.1. However, WP.1 stands ready to contribute to making connectivity and mobility safer b. N/A
Interregional connectivity including through various corridors	- Support to interregional inland transport connectivity and corridors from 2019	WP.1 stands ready to contribute to making connectivity and mobility safer
Promoting sustainable transport and urban mobility;	New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility	WP.1 stands ready to contribute to promoting sustainable transport and safer urban mobility
Climate resilient transport infrastructure	Investigate the influence of climate change on transport infrastructure	N/A

Source: Columns 1 and 2 from Table 1, ECE/TRANS/288/Add.2.