



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Transport Trends and Economics

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

###### Twenty-second session

Geneva, 28–29 March 2022

Item 1 of the provisional agenda

###### Adoption of the agenda

### Annotated provisional agenda for the twenty-second session\*

to be held at the Palais des Nations, Geneva starting at 10:00 a.m. on Monday,  
28 March 2022, TPS 2, Palais des Nations

#### I. Provisional agenda

1. Adoption of the agenda.
2. Initiatives in climate change impact assessment and adaptation for inland transport.
3. Climate change and transport assets data.
4. National and sub-national projects on climate change impact assessment and transport asset adaptation needs.
5. Database on adaptation measures.
6. Guidelines for integrating climate change considerations in planning and operational processes.
7. Other business.
8. Date and place of next meeting.

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\* For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the United Nations Economic Commission for Europe Transport Division's website ([www.unece.org/trans/main/wp5/wp5.html](http://www.unece.org/trans/main/wp5/wp5.html)). On an exceptional basis, documents may also be obtained by e-mail ([maria.mostovets@un.org](mailto:maria.mostovets@un.org)).

Delegates are requested to register online at: [uncdb.unece.org/app/ext/meeting-registration?id=4qMeC\\_](http://uncdb.unece.org/app/ext/meeting-registration?id=4qMeC_) at the latest one week prior to the session. All in-person attending delegates (including those holding long-duration badge), should register through INDICO badge system at: [indico.un.org/event/1000477/](http://indico.un.org/event/1000477/) and delegates who do not hold a long-term access badge 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 by the ECE secretariat ([maria.mostovets@un.org](mailto:maria.mostovets@un.org)). For a map of the Palais des Nations and other useful information, see [www.unece.org/meetings/practical.html](http://www.unece.org/meetings/practical.html).



9. Summary of main decisions.

## **II. Annotations**

### **1. Adoption of the agenda**

The Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (GE.3) is invited to adopt its agenda as contained in ECE/TRANS/WP.5/GE.3/43.

#### **Documentation**

ECE/TRANS/WP.5/GE.3/43

### **2. Initiatives in climate change impact assessment and adaptation for inland transport**

GE.3 is invited to continue its discussion on initiatives in climate change impact assessment and adaptation for inland transport with a view to understand if any new approaches, tools and/or methodologies exists or are being developed that could be integrated by GE.3 in its work. In particular GE.3 may wish to consider (i) information on risk assessment and adaptation planning for aviation organisations and a good insight into Eurocontrol's report on climate change risk for European aviation with focus on aviation installations on the ground, (ii) application of adaptation pathways for addressing uncertainty in climate projections by the British Standard Institution, (iii) outcome of the PIARC's International Seminar on Climate Change Adaptation and Resilience of Road Networks, and (iv) latest developments in UIC RERA RAIN project.

University of Aegean is invited to inform of any updates to the state of knowledge on the evolution of the potential hazards for inland transportation under Climate Variability and Change.

At its previous session, GE.3 agreed to review the FORESEE project guidance with the view to make proposals as to whether GE.3 can make any recommendations to transport professionals on stress tests of networks to extreme weather events. To this end, GE.3 may wish to discuss on the review and on the preparation of recommendations.

At its previous session, GE.3 also requested a small group of volunteers to explore ways for data collection on transport direct damage or disruption costs due to extreme weather events and for collection of methodologies available in countries for indirect costs estimates. The small group would update GE.3 about its intersessional work.

GE.3 should then discuss on which could be the structure of the future final report and how the developed and presented material should be integrated in it based on ideas submitted by experts.

### **3. Climate change and transport assets data**

Further to the discussion at the previous session, experts from Canada, Germany, Climate Service Germany and the University of Birmingham supported by the secretariat will update GE.3 on their intersessional work regarding impacts of interest and relevant thresholds and on that basis, they will make proposals for GE.3 consideration for climate change impact analysis to be done at the ECE regional scale. Also, information will be shared for consideration of possible analysis done at the corridor scale.

### **4. National and sub-national projects on climate change impact assessment and transport asset adaptation needs**

Experts are invited to inform about their national or sub-national concluded, ongoing or planned projects on climate change impact assessment and transport asset adaptation needs.

Ireland may wish to update GE.3 about the project focused on developing a methodology for the assessment of critical transport infrastructure and on conducting the assessments. Germany will present the identification of adaptation needs for standards and regulations in the German road sector with regard to extreme weather events. Other experts are also invited to share information on indicators that they use or are researching for to do network criticality assessments.

GE.3 may also wish to continue its discussion on the preparation of guidance around thresholds to facilitate climate change considerations by transport professionals and the needs for adaptation. To this end, Canada is expected to present its review/inventory of transport thresholds.

## **5. Database on adaptation measures**

GE.3 appreciated the information prepared by experts on examples of resources and fact sheets for transport asset adaptation. GE.3 also requested experts to continue reviewing asset factsheets, transport adaptation case studies and the worked-out lists of adaptation measures to typical hazards for selected assets or modes and, if feasible, make a gap assessment and present its results at the next session. To this end, GE.3 will be invited to discuss progress made during intersessional work.

## **6. Guidelines for integrating climate change considerations in planning and operational processes**

GE.3 encourages holding workshops with the aim to raise awareness on the importance of adaptation of transport systems to climate change. These workshops should help collect information on the needs of transport professionals for guidance, as appropriate, to assist them in better integrating climate change adaptation considerations in transport planning and operational processes.

In this regard, the Russian Federation supported by the Chair and the secretariat will inform GE.3 about a workshop and its outcomes held in Moscow on 15-16 November 2021 whose aim was to raise awareness on the importance of adaptation of transport systems to climate change in countries of Eastern Europe, Caucasus and Central Asia.

PIARC, the chairs and secretariat will inform about Foresight Session on the work of GE.3 held within the PIARC Calgary Conference on 11 February 2022.

The Chair and the secretariat will inform about submission of an abstract on behalf of GE.3 to Transport Research Arena 2022 Conference in Lisbon dedicated to European research and technology on transport and mobility.

Experts will be invited to share ideas or express interest in organization of additional workshop. When appropriate, such could also aim at supporting analysis of future impacts of climate change on specific transport corridors.

GE.3 may then agree to hold discussions on preparation of guidance as referred to under item 2 on stress tests and disruption or damage costs, or item 4 with regard to thresholds under this item.

## **7. Other business**

GE.3 may explore funding possibilities in support of its work.

## **8. Date and place of next meeting**

The secretariat will inform GE.3 about the date and place of its twenty-third session.

## **9. Summary of main decisions**

In accordance with established practice, the Chair will briefly summarize the decisions taken. Following the session, the Secretary, in cooperation with the Chair and Vice-Chair(s), will prepare the final report.

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