GRVA comments on the ITC strategy on reducing GHG emissions

I. Preamble

1. GRVA received, at its May 2023 session, a presentation from the ITC Secretary on the development of the ITC Strategy on reducing greenhouse gas emissions in inland transport, in line with the decisions of ITC in February 2023 (See GRVA-16-46). GRPE established a task force to deal with ITC’s request. WP.29 agreed, at its June 2023 session, that all GR’s could contribute to this task force.

2. The following paper provides draft suggestions from GRVA to inform the development of the ITC strategy as well as very brief context elements in the field of automated and connected vehicles having some relevance for this exercise, in the annex.

II. Draft GRVA comments on the proposed outline

*Documentation*: Presentation [GRVA-16-46](https://unece.org/sites/default/files/2023-05/GRVA-16-46e.pdf)

3. The ITC strategy outline reads:

I. Inland transport and climate;

II. ITC vision and mission on climate action;

III. Strategic objectives;

IV. ITC-administered instruments to assist in mitigating climate change;

V. ITC Climate Action Plan with milestones–ITC to help deliver on climate goals;

VI. List of priorities;

VII. Resource mobilization for the delivery of the strategy

VIII. Strategic partnerships for the delivery of this Strategy.

4. This paper does not propose comments for each sections, only general comments that may inform the development of the strategy:

(a) Neither the preparatory documents from ITC nor the ITC strategy outline includes a review of what has been achieved during the last decades, what were the results and the potential lessons learnt. **These elements could potentially inform the development of the ITC strategy and GRVA activities**.

(b) The CO2 emissions related to automated and connected vehicles may differ from the typical CO2 emission of traditional road vehicles in their whole life cycle especially during their development and their use. **It may be expected that the GHG/CO2 emissions (or fuel/energy consumption) will be optimized and will not provide the same variability that drivers may cause**.

(c) GRVA is aware of the trials and measures implemented in various place of the world in line with the Avoid/Shift/Improve principle. The diversity of measures in place or envisaged for transforming the transport system is significant. ITC is recognized for establishing provisions supporting harmonization and uniform application by the contracting parties. **The ITC strategy may wish to consider addressing unnecessary diversities and variabilities in terms of transport policies that could lead to a sub-optimum use of automated transport.**

(d) The automotive sector has already informed GRVA of the impact of small variations that occurred in the local implementations of international traffic rules set in road transport conventions. By comparison, it may already be anticipated that strategic differences in terms of transport management and rules may have a strong impact on harmonization and performance optimization. **The impact of the vehicle environment on the vehicle performance may increase and might need to be considered.**

(d) Specifically on Chapters VII and VIII, GRVA recommends, learning from the coordination challenges posed by the number of partnerships and projects on Automated Driving Systems (ADS), to carefully implement **partnership projects** to facilitate implementation and maximize benefits.

(e) The development and innovation in the field of automated and connected vehicles is ongoing. **GRVA’s input, actions and milestones might need to be revised, recognizing the nascent nature of the ADS technology** and the high level of uncertainty regarding the ADS performance and impact (see annex, chapter II).

Annex

I. Benchmarking - IMO and ICAO strategies

A. IMO

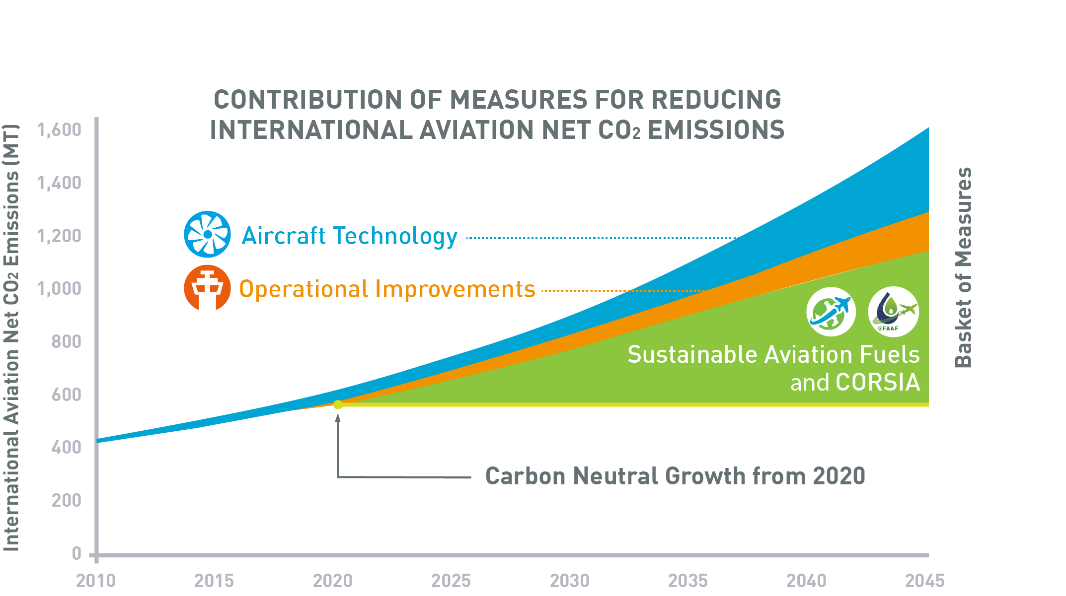
5. The International Maritime Organization (IMO) is a specialised agency of the United Nations responsible for regulating shipping. IMO was established following agreement at a UN conference held in Geneva in 1948 and came into existence ten years later, meeting for the first time on 17 March 1958. Headquartered in London, United Kingdom, IMO currently has 175 Member States and three Associate Members.

6. Member States of IMO, meeting at the Marine Environment Protection Committee (MEPC 80), have adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, with enhanced targets to tackle harmful emissions. The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050. IMO’s strategy includes a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative checkpoints for 2030 and 2040, both relative to 2008. It includes a basket of candidate mid-term GHG reduction measures as well as measures addressing the needs of SIDS and LDCs.

B. ICAO

7. The International Civil Aviation Organization (ICAO) assists the 193 Contracting States to the Chicago Convention as they cooperate to adopt standards, practices, and policies for international civilian flight.

8. The ICAO Assembly adopted the collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement’s temperature goal. To achieve the global aspirational goals and to promote sustainable growth of international aviation, ICAO is pursuing a basket of measures including aircraft technology improvements, operational improvements, sustainable aviation fuels, and market-based measures (CORSIA).

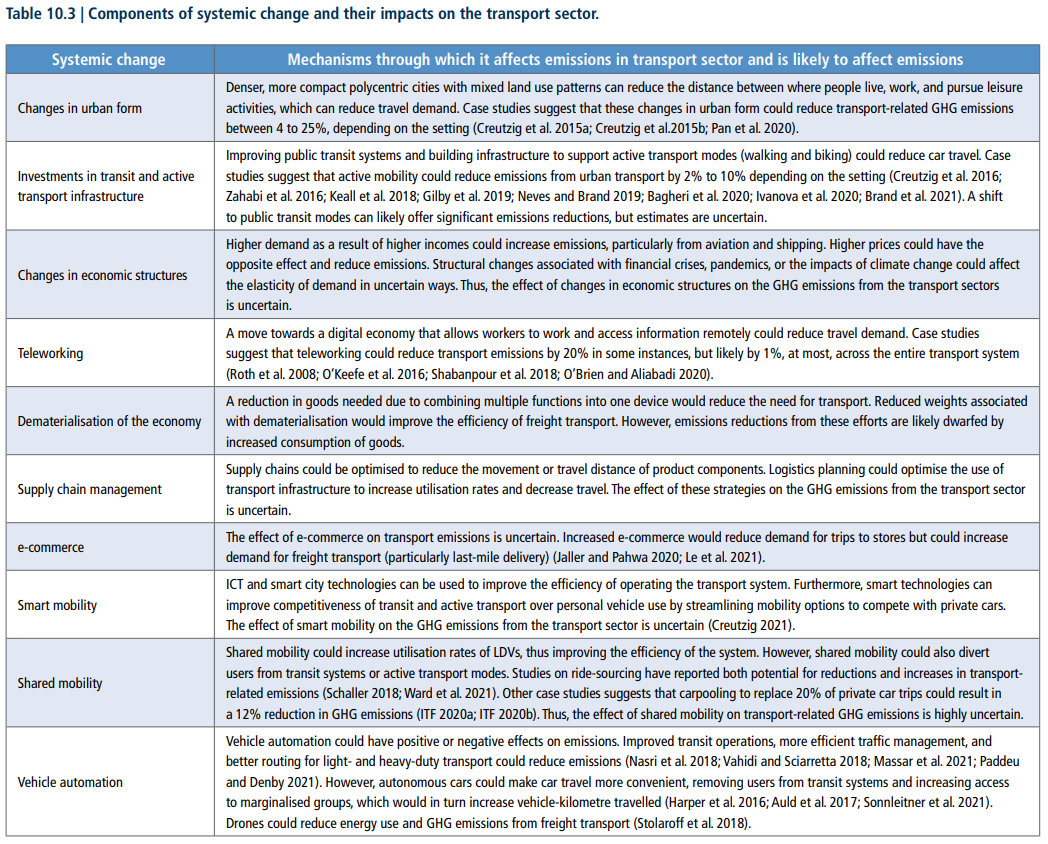


(Source: <https://www.icao.int/environmental-protection/Pages/climate-change.aspx>)

C. Remarks

9. The strategies of the two sister organizations of UNECE/ITC have in common that they predominantly address the “improve”, more than the “shift” or “avoid” of the ASI principle.

II. IPCC about automated vehicles

Source: https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC\_AR6\_WGIII\_Chapter10.pdf

\_\_\_\_\_\_\_\_\_\_\_\_