Transmitted by WP.29/GRPE TF on ITC climate change mitigation strategy

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Inputs and feedback from [GRPE/WP.29] to the outline of the ITC climate change strategy and to the biennial report

This document is based on GRPE-89-40, which has been prepared by the WP.29/GRPE informal Task Force on ITC climate change mitigation strategy to be submitted to the ITC secretariat.

Summary

For a successful inland transport climate change mitigation strategy, WP.29 has categorized its contribution to the draft ITC outline in two ways:

a. What [WP.29/GRs] can do to contribute to the ITC climate mitigation strategy, labelled "[GRXX/WP.29] contribution" in the rest of this document:

WP.29 and its subsidiary bodies agreed to assess the GHG effect of its proposals. The exact procedure to perform such assessment would be defined after the endorsement by ITC of the proposal by WP.29 (paras. 14 and 26)

[WP.29/GRs] agreed to contribute to the strategy by setting three overarching goals to help achieve reduction of GHG emissions from vehicles by

- Looking at the carbon footprint of vehicles over the lifetime, from cradle to grave (para. 15)
- Lowering and robustly measure the GHG emissions and energy consumption of vehicles and their components during their use phase (paras. 16 to 2122)
- Ensuring the safe deployment of low carbon technologies and powertrain (para. 22)

b. What [WP.29/GRs] recommends ITC to consider for an impactful climate mitigation strategy and/or what would be needed from ITC to help [GRPE/WP.29] achieve the ambition of the strategy, labelled "[GRPE/WP.29] recommendations to ITC" in the rest of this document:

WP.29 recommends ITC to/

- Develop a data driven strategy, with quantifiable metrics to measure progress and monitor its impact on GHG emissions of the inland transport sector (paras. 9, 12, 32, 38 and 43)
- Invite Contracting parties to share their inland transport decarbonization action plans in order to guide ITC and its subsidiary bodies into its priority actions to mitigate GHG emissions (paras. 23, 33 and 40)
- Closely link the strategy with the Avoid/Shift/Improve framework in order to better coordinate activities among working parties and enhance categorization of action types (paras 25, 27 and 28)
- Ensure all legal instruments and the meetings of ITC and its subsidiary bodies are fit for hybrid meeting configuration in order to reduce GHG emissions from meeting attendance (paras. 24 and 29)

I. Introduction

1. At its 85th session, ITC "requested the secretariat, in close cooperation with the Committee's Bureau and relevant subsidiary bodies, to develop an ambitious strategy document for reducing Green House Gas (GHG) emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for The Inland Transport Committee (ITC) and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and possible adoption by the Committee at its 86th plenary session (2024)" (Decision 44 (a))

2. ITC also "requested the secretariat to report biennially through in-depth reports to the Committee on climate change and inland transport, starting at the Committee's 86th session in 2024" (Decision 44 (g)).

3. In a letter sent to all chairs of ITC working parties on 9 May 2023, the Chair of ITC and the Director of the Sustainable Transport Division invited "to provide your inputs and feedback to the outline of the climate change strategy as contained in the Annex to this letter as well as the biennial report for the 86th ITC session to Ms. Franziska. Hirsch (franziska.hirsch@un.org) by Friday 29 September 2023".

4. At its 89th session, GRPE agreed to create an informal task force on ITC climate change mitigation strategy. The informal task force, open to all GRPE participants, aimed at developing the inputs at requested by ITC, and submitted to GRPE via a written procedure to deliver on time for the deadline of 29 September 2023.

5. At its 190th session, WP.29 agreed to have GRPE to consolidate the inputs to the ITC climate change mitigation strategy for WP.29 and its subsidiary bodies. All interested parties were invited to join the informal task force and/or to submit their inputs to GRPE to have them reflected in a consolidated input to be endorsed by WP.29 at its November 2023 session.

II. Inputs and feedback to the outline of the climate change strategy

6. The inputs and feedback from [GRPE/WP.29] are split into two categories for each section of the outline:

a. What [GRPE/WP.29] (or other GRs) can do to contribute to the ITC climate mitigation strategy, labelled "[GRXX/WP.29] contribution" in the rest of this document.

b. What [GRPE/WP.29] recommends ITC to consider for an impactful climate mitigation strategy and/or what would be needed from ITC to help [GRPE/WP.29] achieve the ambition of the strategy, labelled "[GRPE/WP.29] recommendations to ITC" in the rest of this document.

1. Section 1: Inland transport and climate

[GRPE/WP.29] recommendations to ITC

7. [GRPE/WP.29] recommends the ITC strategy to first introduce past and present data on the evolution of greenhouse gas (GHG) emissions of the inland transport sector, and its contribution to overall GHG emissions.

8. [GRPE/WP.29] recommends the ITC strategy to show latest forward-looking projections as performed by the most prominent institutions, such as the IPCC, IEA or ITF, to show expected trends for the decades to come. [GRPE/WP.29] recommends the ITC strategy to then introduce the efforts needed to contribute to reaching the target set by the Paris agreement to limit "global temperature increase to well below 2 degrees Celsius, while pursuing efforts to limit the increase to 1.5 degrees".

9. [GRPE/WP.29] recommends the ITC strategy to be data driven, and to rely on quantified / quantifiable targets for its vision, missions, objectives, milestones and priorities.

Those targets should ideally directly contribute to climate change mitigation and GHG emission reduction.

2. Section 2: ITC vision and mission on climate action

[GRPE/WP.29] recommendations to ITC

10. [GRPE/WP.29] recommends the ITC strategy to adopt a clear vision supporting the trajectory toward decarbonization of global inland transport by 2050.

11. [GRPE/WP.29] recommends the ITC strategy to consider any available means towards carbon neutrality to enable choosing the most adequate solution for each use case and place and take into account the specificities of each jurisdiction.

12. [GRPE/WP.29] recommends the ITC strategy to include a mission to monitor progress on the decarbonization of inland transport globally, via a data collection mechanism, and/or provide regular updates as part of the biennial report (para 43).

13. [GRPE/WP.29] recommends the ITC strategy to also consider a mission to assess the contribution of its subsidiary bodies to climate change mitigation. Such mission would potentially identify gaps and ways to improve the contribution from its subsidiary bodies and, if needed, to adapt/amend the ITC-administered instruments to maximize the mitigation potential of the activities of the subsidiary bodies.

3. Section 3: Strategic objectives

[~~GRPE/~~WP.29] contribution

14. As an overarching objective, WP.29 agreed to assess the GHG effect of its upcoming regulatory initiatives, keeping vehicle safety at equal importance. The aim of such assessment would be to ensure that activities performed by [WP.29] are consistent with the decarbonization of inland transport and to increase awareness and transparency about GHG impact of [WP.29] proposals. Implementation of such GHG effect assessment would be developed once the strategy adoption

The contribution from WP.29 and its subsidiary bodies has been categorized into three main pillars where WP.29 is active to directly or indirectly contribute to GHG emissions mitigation:

Looking at the carbon footprint of vehicles over the lifetime, from cradle to grave

15. To fully capture emerging technologies and their impact on GHG emissions, [GRPE~~/WP.29~~] agreed to develop an internationally-harmonised procedure to determine the comprehensive carbon footprint lifecycle of all types of road vehicles, covering all phases of the vehicle life, from cradle to grave (from material extraction, vehicle production, real-world use and dismantling/recycling) as well as energy chain (Well-to-Tank) in the years to come (para. 30). [GRPE~~/WP.29~~] notes the importance of harmonized definitions of the vehicles being addressed by the strategy, as different meanings are used in many countries / regions .

Lower and robustly measure the GHG emissions and energy consumption of vehicles and their components during their use phase

[GRPE] contribution

16. [GRPE] agreed to continue developing and refining tailpipe GHG measurement methodologies, considering how to better reflect real world emission performances, and considering the need for developing such methodologies for inland transport modes under its portfolio that are currently not covered

17. [GRPE] would initiate discussions to collect information on the state of practice from the different countries/regions and explore the feasibility and potential benefits of globally harmonized regulatory tools to limit / set reduction targets to tailpipe GHG emissions, as already done in many countries/regions across the globe.

[GRE] contribution

18. Vehicle lighting is one of the contributors to the energy efficiency. WP.29 and its Working Party on Lighting and Light-Signalling (GRE) have had preliminary discussions on reducing the power consumption of lighting devices. In the 85th session of GRE on 26-29 October 2021, GTB (The International Automotive Lighting and Light Signalling Expert Group) made a presentation GRE-85-37 titled "How to reduce power consumption in existing lighting functions without reducing safety".

19. The use of LED's has been a very good first step, but even more efficient solutions are necessary. Amendments to the regulatory provisions will be necessary to allow new technical solutions and lamp operation conditions. For that GTB is conducting independent research studies to assess the effective energy saving measures.

20. Last time GRE reviewed its subjects under consideration in the 87th session on 25-28 October 2022. The document GRE-87-26-Rev.1 includes attention to environmental aspects and zero emission mode light-signalling as potential future priorities.

[GRBP/GRVA] contribution

21. [Forthcoming]

Ensure the safe deployment of low carbon technologies and powertrain

[GRSP/GRSG/GRVA] contributions

22. [forthcoming]

[GRPE/WP.29] recommendations to ITC

23. [GRPE/WP.29] recommends the ITC strategy to provide top->down guidance on GHG matters to its subsidiary bodies:

a. To help [GRPE/WP.29] and other subsidiary bodies to act on high-priority items, a detailed action plan from contracting parties (CPs) on their inland transport decarbonization strategy would help identify the most crucial elements to consider and to prioritize.

b. ITC may invite some of its subsidiary bodies to pay closer consideration of non-vehicle parameters having a high impact on GHG emissions for road transport sector such as modal shift towards lower carbon transport modes, shared vehicle or distance covered, vehicle ownership (as already indicated in Annex III. to ECE/TRANS/2023/21. ITC and its subsidiary bodies might be willing to increase activities related to the deployment of the infrastructure needed to allow for a wide adoption of low-carbon technologies.

24. [GRPE/WP.29] recommends the ITC strategy to also ensure systematic provision of hybrid meeting possibility for its subsidiary bodies to reduce business travel and lower related GHG emissions; a monitoring mechanism of GHG emissions saved by remote participants might also be considered to quantify the related GHG emissions saved thanks to avoided travel.

4. Section 4: ITC-administered instruments to assist in mitigating climate change

[GRPE/WP.29] contribution

25. WP.29 conventions and agreements are appropriate for the existing tasks to deliver on globally harmonized methodologies to measure GHG impact of vehicles, as performed by GRPE as the main working party for all matters related to environmental impact of vehicle design, construction, use and dismantling (covering the "Improve" of the Avoid/Shift/Improve approach).

26. WP.29 is ramping up the digitalization of the administrative processes as part of the three vehicle agreements, and fully digital solutions could potentially reduce the GHG

footprint of the certification process. WP.29 administrative/certification processes could be reviewed with an aim to reduce GHG emissions

[GRPE/WP.29] recommendations to ITC

27. [GRPE/WP.29] recommends the ITC strategy to consider developing a dedicated body to cover the "Shift" part of the Avoid/Shift/Improve approach, to cover both incentivization of passenger and freight modal shift and facilitating the multimodal and intermodality approaches for passenger (e.g. combining public transport and individual clean mobility through Park and Ride facilities) and freight transport. To achieve this, [GRPE/WP.29] recommends ITC to:

a. Provide continuous support to WP.24 to further contribute to freight inter modal transport

b. Create a dedicated body/instrument/working party for passenger modal shift, as part of WP.5, SC.2 and/or as a standalone body.

~~b.~~c. Support the creation of dedicated activities looking at the interactions between vehicles/infrastructure and energy sector to accelerate the deployment and adoption of low-carbon alternatives.

Establish a link with urban city leaders such as through the UNECE forum of Mayors and relevant external networks

28. [GRPE/WP.29] recommends the ITC strategy to investigate the possibility to have a dedicated body looking at transport demand management to cover the "Avoid" part of the Avoid/Shift/Improve approach. Such body would look at relevant policies and regulatory options to incentivize optimized transport demand such as Mobility as a Service (MAAS).

29. To ease the wider deployment of hybrid meeting options (para. 24), [GRPE/WP.29] recommends the ITC strategy to also review ITC-administered tools to allow for the possibility for remote participants to have the same rights and obligations as in-person participants. For example, all ITC-administered instruments should be fit for remote adoption/voting procedure.

5. Section 5: ITC Climate Action Plan with milestones – ITC to help deliver on climate goals

[GRPE/WP.29] contribution

30. By 2025, [GRPE/WP.29] would develop a methodology to determine carbon footprint over the whole life of new automotive products, from cradle to grave (as part of the A-LCA activities).

31. By [2030], [GRPE/WP.29] would assess the feasibility and potential benefits to further globally harmonize tailpipe GHG measurement methodologies for all vehicle categories, including heavy-duty vehicles.

[GRPE/WP.29] recommendations to ITC

32. By 2028, ITC to ~~set up data collection mechanism~~collect (either from existing sources or with dedicated data collection mechanisms) ~~to track~~ inland transport GHG emissions evolution over the years. Regular progress monitoring would also be covered (e.g. as part of ITC climate change mitigation biennial report).

33. By 2030, ITC to provide guidance to its subsidiary bodies on CPs inland transport decarbonization strategies (para. 023.a.). Such country/regional plans to decarbonize inland transport adopt similar approach to UNFCCC Nationally Determined Contributions (NDCs), also using similar timeline as UNFCCC's NDC submission cycle.

6. Section 6: List of priorities

[GRPE/WP.29] contribution

34. [GRPE/WP.29] commits to actively contribute to the following regulatory priorities as listed in ECE/TRANS/2023/21:

a. Para. 14. (a): Decreasing carbon intensity over the vehicles' life; defining harmonized methodologies to determine the climate impact of vehicles during their lifetime that can then inform the corresponding regulatory framework; developing Carbon life cycle assessment (LCA) of vehicles a critical stepping stone

b. Para. 14. (b): Developing of the harmonized international regulatory framework for facilitating the transition to alternative fuels and greening

c. Para: 14 (c): support the acceleration of electrification. Enhancing vehicle fuel efficiency and increasing the adoption of EVs can play an essential role in combating climate emissions whilst improving air quality.

d. Para 14. (h): Accelerated regulatory framework for digitalization of the sector, and integration of innovations and new technologies.

35. [WP.29] commits to:

a. Speed up the delivery of on-going GHG related activities from the latest work programme (ECE/TRANS/WP.29/2023/1/Rev.2)

b. Continuously explore new topics for future considerations and inclusion into the WP.29 work programme.

c. Encourage the mobilization of sufficient resources to fulfil GHG-related priorities in a timely matter.

7. Section 7: Resource mobilization for the delivery of the strategy

[GRPE/WP.29] contribution

36. In order to deliver on the strategic objectives, action plan with milestones and list of priorities, [GRPE/WP.29] would benefit from greater implication and higher resources from all CPs signatories to the WP.29 agreements, together with a strong mandate from their responsible authority to develop those activities as part of ITC and their subsidiary bodies. More resources for type approval authorities and accredited technical services would help deliver more quickly on the ambitious ITC climate change mitigation strategy.

[GRPE/WP.29] recommendations to ITC

37. [GRPE/WP.29] recommends the ITC strategy to include the creation of a dedicated ITC secretariat staff to work on the implementation of the ITC strategy on climate change mitigation. This dedicated staff would be responsible for the implementation of the ITC climate change mitigation strategy and would coordinate actions:

a. in between all ITC subsidiary bodies

b. with other UNECE divisions, such as Energy, Environment, Statistics,…

c. with other international activities and initiatives working on inland transport climate change mitigation, such as UNFCCC, ITF, SLoCaT,…

38. [GRPE/WP.29] recommends the ITC strategy to mobilize resources to ramp up data collection capabilities on GHG emissions from inland transport (in-house, or in cooperation with other bodies). this would make the deployment of the data driven strategy (para. 9) possible.

8. Section 8: Strategic partnerships for the delivery of this Strategy

[GRPE/WP.29] contribution

39. To help deliver on the strategy on climate change mitigation, [GRPE/WP.29] commits to regularly invite key global / international initiatives working on vehicle decarbonization to update [GRPE/WP.29] on their latest activities. Initiatives like the Breakthrough Agenda, the ZEV Transition Council, the WEF Circular Car Initiative, the G20 Transport Task Group, … are examples of some of the most relevant activities related to some activities of [GRPE/WP.29].

[GRPE/WP.29] recommendations to ITC

40. [GRPE/WP.29] recommends the ITC strategy to consider the inclusion of a closer working relationship with the UNFCCC secretariat on inland transport, on the following activities, among others:

a. Inland transport emission inventories: for example, electrification of the inland transport sector might require new approaches to attribute the use of electricity to end-use sectors, such as inland transport.

b. Decarbonization plans and objectives: knowing CPs plan to decarbonize their inland transport sector would be key to a successful strategy; given the similarities with the UNFCCC NDCs, some bridges would be beneficial to ease the burden of CPs to submit their contribution. This is not meant to be a substitute for CPs determination of their individual contributions.

III. Feedback to the biennial report on climate change and inland transport

[GRPE/WP.29] contribution

41. As done as part for the 85th session of ITC (Annex III. to ECE/TRANS/2023/21), [GRPE/WP.29] commit to update its contribution on the latest progress made on the activities performed under the framework of WP.29 for the biennial report. The WP.29 work programme / List of priorities of the GRs would also be used to update on the GHG-related activities.

42. For other vehicle-specific GHG-related activities not developed under the framework of WP.29, some key information would also be shared to be included in the biennial report, using different ways to collect the information:

a. Information included in publication from external sources, such as the Global EV Outlook published annually by the International Energy Agency, and the accompanying EV policy tracker,…

b. Sending a survey to [GRPE/WP.29] participants to enquire about latest GHG-related policy development in their jurisdiction for CPs, for their product/field of interests for NGOs

[GRPE/WP.29] recommendations to ITC

43. [GRPE/WP.29] recommends ITC to prepare the biennial report to include a GHG emissions data progress part from its 2028 edition (para. 32), in order to show the evolution of GHG emissions from the global inland transport sector.

IV. Conclusions

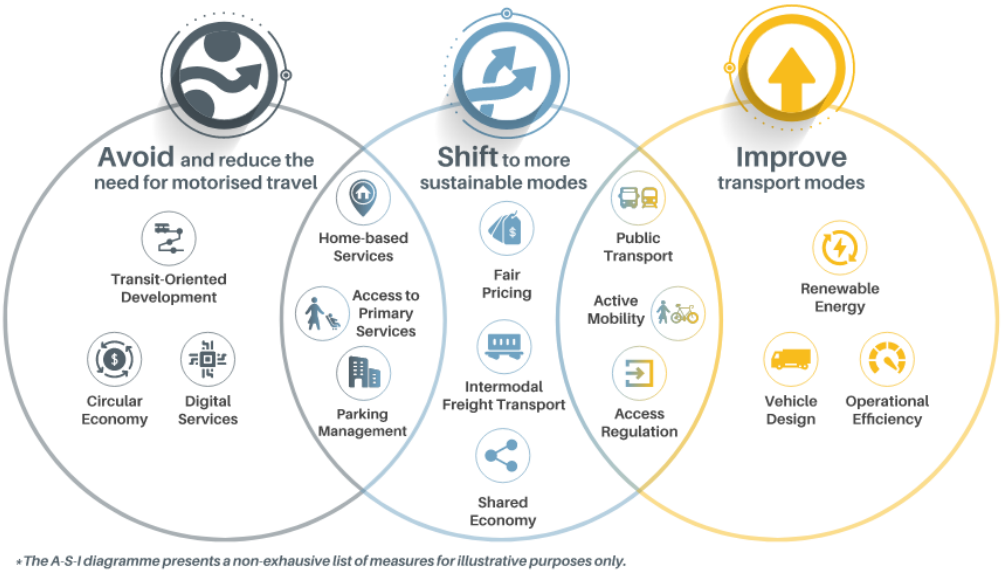
44. Given the challenge ahead to limit the impact of climate change, [GRPE/WP.29] congratulates ITC to take this initiative to develop the ITC climate change mitigation strategy and encourages an ambitious strategy, as requested to the secretariat. Through this contribution, [GRPE/WP.29] tackles both bottom-up (what can [GRPE/WP.29] do to

contribute to the strategy) but also top-down (what [GRPE/WP.29] would recommend ITC to consider for a successful strategy).

45. [GRPE/WP.29] wishes every success to ITC for the adoption of this strategy and ITC can count on [GRPE/WP.29] to continuously contribute to this important task.

Annex I

Explanatory figures of the Avoid/Shift/Improve approach



*The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.

Avoiding unnecessary motorised trips based on proximity and accessibility.

Shifting to less carbon-intensive modes – that is, from private vehicles to public transport, shared mobility, walking and cycling, water-based freight, electrified road-rail freight, and cargo bikes for last-mile deliveries, among other.

Improving vehicle design, energy efficiency and clean energy sources for different types of freight and passenger vehicle.

Source: Slocat

Annex II

IRU Green Compact project – to be included.