



Actions of the inland transport sector to join the global fight against climate change

INLAND TRANSPORT COMMITTEE



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Development of the ITC Strategy on reducing greenhouse gas emissions in inland transport

Related activities and draft ambition from the World Forum on Harmonization of Vehicle Regulation (WP.29)

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Climate change mitigation in WP.29 and GRPE



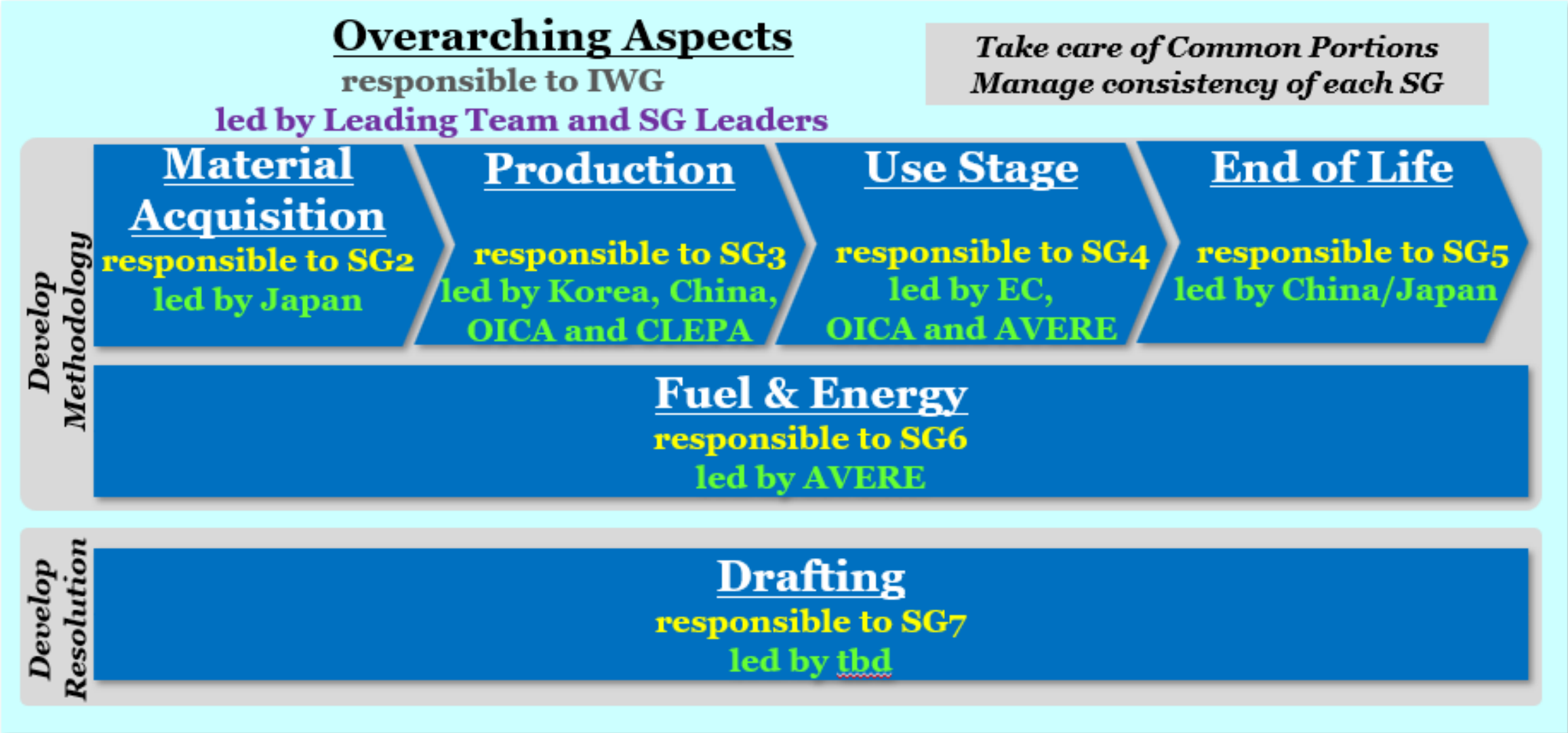
- Past and present activities related to GHG emissions measurement and reduction
 - Globally harmonized tailpipe CO2 emissions measurement: WLTP, WHTC, WMTC
 - Used as a basis for local FE/CO2 standards in many jurisdictions
- Environmental / GHG impact of vehicles moving away from tailpipe
 - Zero tailpipe emission vehicles gains market share quickly
 - Regulatory push to incentivize zero tailpipe emissions vehicles
 - But, other source of emissions
 - Air quality: brake / tyre wear : UN GTR No.24 on brake; tyre abrasion under development
 - Emissions during other life phases of vehicle: production/assembly, Energy production, End of Life/dismantling
- Other topics covered by WP.29 and its subsidiary bodies, indirectly contributing to GHG mitigation
 - Used vehicle trade conditions, in-vehicle battery durability (UN GTR No. 22), Electric (UN GTR No. 20 and UN Reg. No, 100) and hydrogen (UN GTR No. 13 and UN Reg. No. 134) vehicle safety, energy efficient light devices, lowering rolling resistance of tyres (UN regulation No. 117), ...

Carbon footprint of vehicles over their lifecycle



- Working Party on Pollution and Energy (WP.29/GRPE) launched dedicated activity to develop globally harmonized methodology:
 - Informal Working Group on Automotive-Life Cycle Assessment (IWG on A-LCA) created in Jan 2023 during the 87th session of GRPE
 - Lead by Japan and Korea
 - Work now divided into 6 sub-groups
- Objective to develop a voluntary resolution by 2025
- Clearer view of vehicle's carbon footprint, beyond tailpipe
 - Harmonized meaning and definition of ZEVs
- Regulator's needs become urgent
 - France proposal to link EV subsidy to manufacturing emissions

2. A-LCA Working Organisation



WP.29 contribution to ITC climate change mitigation strategy



- The World Forum for Harmonization of Vehicle Regulation, as a subsidiary body to ITC, was requested to provide feedback and input to the ITC climate change mitigation (CCM) strategy outline
- The Working Party on Pollution and Energy (WP.29/GRPE) tasked “to coordinate and gather input received from all GRs” (ECE/TRANS/WP.29/1173, para. 156)
- Brief overview on some key elements in the draft contribution prepared (still under consultation, to be endorsed by contracting parties)

First, What can WP.29/GRPE do to ensure a successful strategy ?



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- WP.29 to make sure that low carbon technologies are safe to be deployed
- WP.29 to accelerate the pace of development / maintenance of regulatory proposals
- WP.29 working to facilitate the transition to alternative, low carbon fuels, low energy consumption components
- WP.29 to support the acceleration of electrification in some regions, through dedicated technical regulatory development where needed.
- WP.29 to accelerate the development of a regulatory framework for digitalization of the sector, and integration of innovations and new technologies.
- WP.29 to provide more information on the GHG impact of its proposals
- WP.29/GRPE to remain the main body under ITC to work on “Improve” component of the Avoid/Shift/improve strategy
- WP.29/GRPE develop harmonized methodologies to be able to quantify and monitor the carbon footprint of vehicle (harmonization of ZEV meaning and definition)
- WP.29/GRPE to maintain frequent exchanges with relevant initiatives working on inland transport decarbonization

Second, WP.29/GRPE recommendations to ITC to ensure a successful strategy ? (1/2)



WP.29/GRPE recommends ITC to:

- Develop a data-driven ITC CCM strategy; objectives, targets, milestone to be quantifiable so progress monitoring can be factual
- Request Top->Down guidance from countries: detailed inland transport decarbonization action plan:
 - articulated around Avoid/Shift/improve to identify where efforts are needed
 - Help define work priorities of the WPs
 - Complimentary to NDCs, for inland transport sector, in line with UNFCCC submission cycle
- Make sure working parties follow the Avoid/Shift/Improve framework
 - GRPE to be the “Improve” focal point
 - WP.24 (freight), WP.5 (passenger) on “Shift”
 - New/upgraded WP/body to look at “Avoid”

Second, WP.29/GRPE recommendations to ITC to ensure a successful strategy ? (2/2)



- ITC to collect GHG emissions data from inland transport
 - using existing data sources, linking to UNFCCC National communications
 - WP.6 probably most appropriate WP
- ITC to closely collaborate with / compliment UNFCCC secretariat activities
 - No need to reinvent already existing submissions/contributions from contracting parties
 - More detailed / specialized approach for inland transport

DRAFT TO BE ENDORSED BY CONTRACTING PARTIES



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Thank you!