

# UNECE activities related to sustainable inland transport

**Workshop on Renewable Energy in Transport**  
**Tbilisi, Georgia**  
**21 November 2023**

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**UNECE**

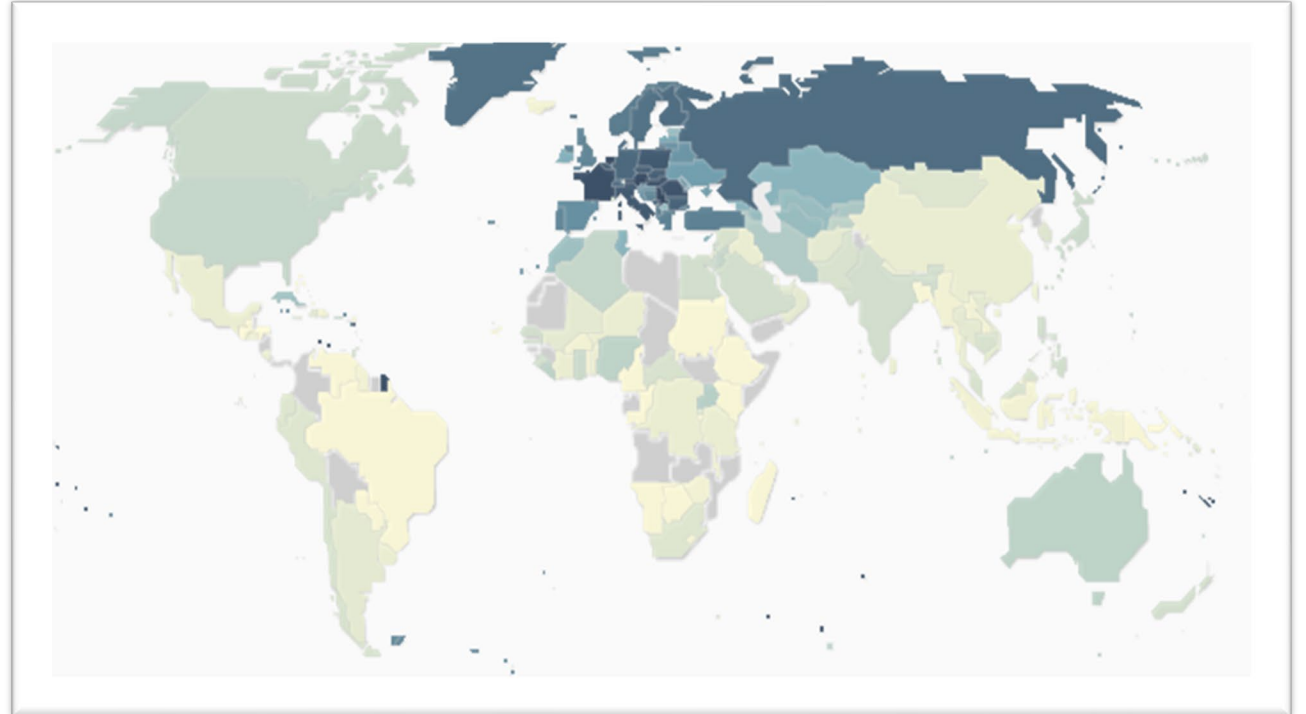




**UNECE**

## Mandate from ECOSOC (2022)

“UN centre as a comprehensive platform for all aspects of inland transport, with special attention to interregional and intraregional regulatory governance through the UN transport conventions and other means”



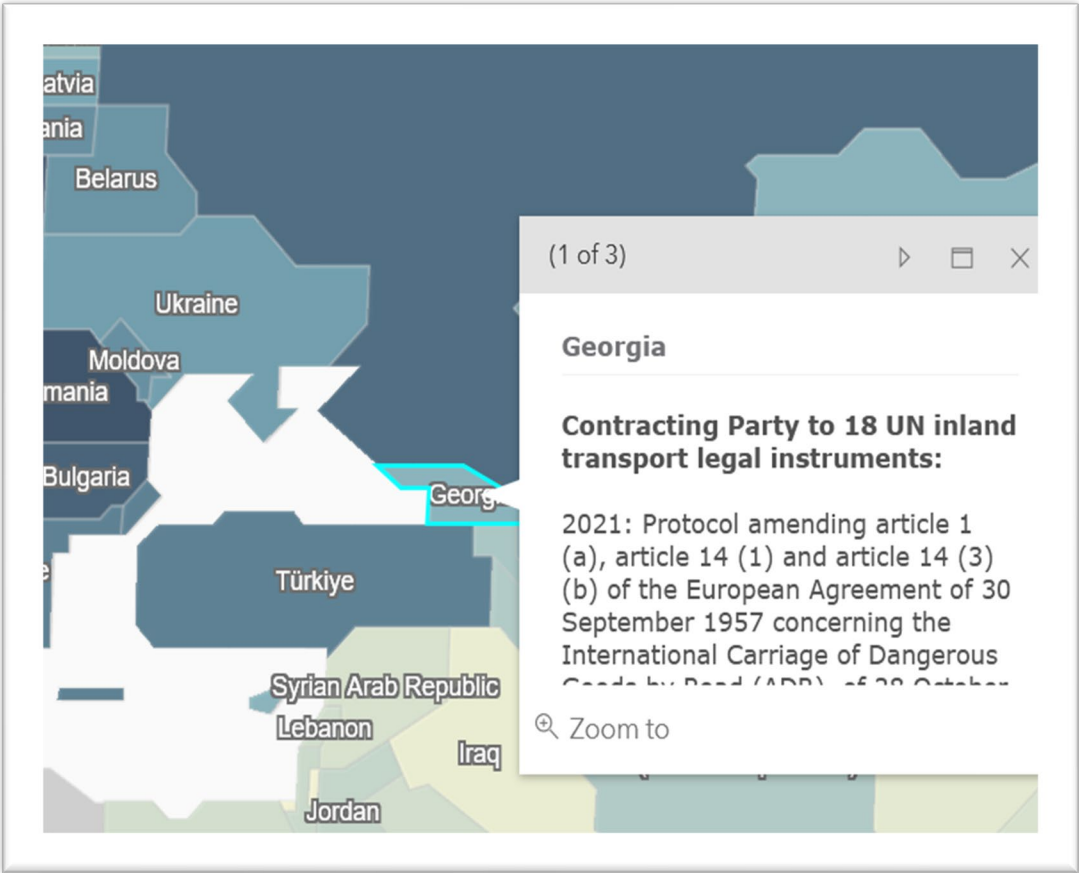
**TRANSPORT**



# UNECE Transport Centre of UN Inland Transport Conventions



# Georgia accession to UN transport-related conventions



**TIR**

Global Customs facilitation tool

**CMR**

Contract for the International Carriage of Goods by Road

**E40**

Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)



Convention on Road Signs and Signals

**ADN**

International Carriage of Dangerous Goods by Inland Waterways

**ATP**

Carriage of Perishable Foodstuffs

**ADR**

International Carriage of Dangerous Goods by Road



European Code for Inland Waterways



Harmonization of Frontier Controls of Goods



Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph

**CH**

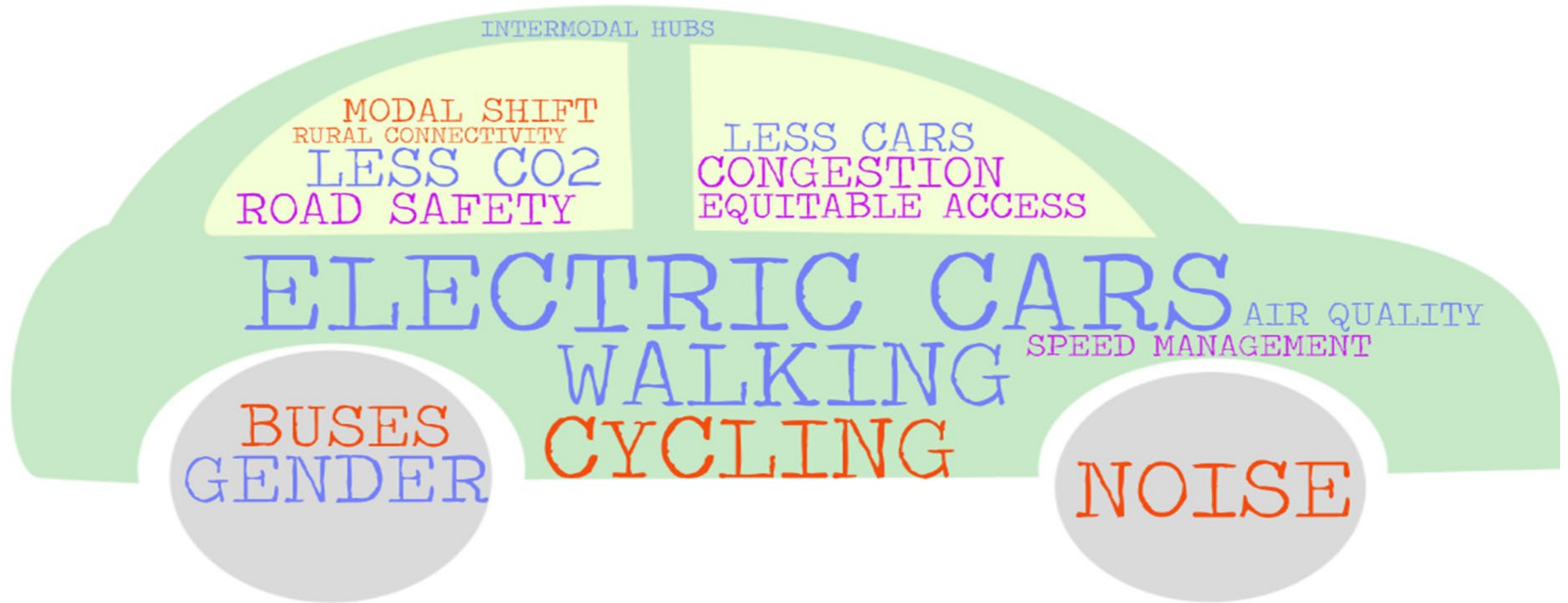
Convention on Road Traffic



**E1**

World Forum for Harmonization of Vehicle Regulations (WP 29)

# What do you think when you hear Transport and SDGs?



TRANSPORT



# Transport and the SDGs




# Transport and the SDGs (II)



# The World Forum for Harmonization of Vehicle Regulations (WP.29)

- UNECE Sustainable Transport Division giving secretariat to WP.29 for more than 60 years
- **WP.29** is (i) the unique worldwide regulatory forum for the automotive sector and (ii) administrating three Multilateral UN Agreements

<b>Vehicle Regulations</b>	<h2>Vehicle Regulations</h2>
About us	<u>Introduction</u>
Meetings & Documents	<b>World Forum for the harmonization of vehicle regulations (WP.29)</b>
World Forum for Harmonization of Vehicle Regulations	The UNECE Sustainable Transport Division provides the secretariat services to WP.29, the World Forum that incorporates into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound and thus contributing to the implementation of SDGs 3, 7, 9, 11 and 13.
Pollution and Energy	<b>WP.29 and SDGs</b>
Noise and Tyres	
Lighting and Light-Signalling	



# Working Party on Transport Trends and Economics (WP.5)



- **The Working Party on Transport Trends and Economics (WP.5)** is an intergovernmental body that provides a pan-European forum for exchange of ideas about the progress and challenges concerning sustainable inland transport across the pan-European region.

Trends and Economics - Home

About us >

Meetings & Documents

Meeting Documents before 2021 (ARCHIVE) >

International Transport Infrastructure Observatory (ITIO)

Sustainable Inland Transport Connectivity Indicators (SITCINI)

## Trends and Economics

### INTRODUCTION

The Working Party on Transport Trends and Economics (WP.5) is an intergovernmental body that provides a pan-European forum for exchange of ideas about the progress and challenges concerning sustainable inland transport across the pan-European region. The objective is to enhance the understanding of the main inland transport trends and developments in the UNECE region and strengthen international cooperation to develop sustainable Euro-Asian transport links.

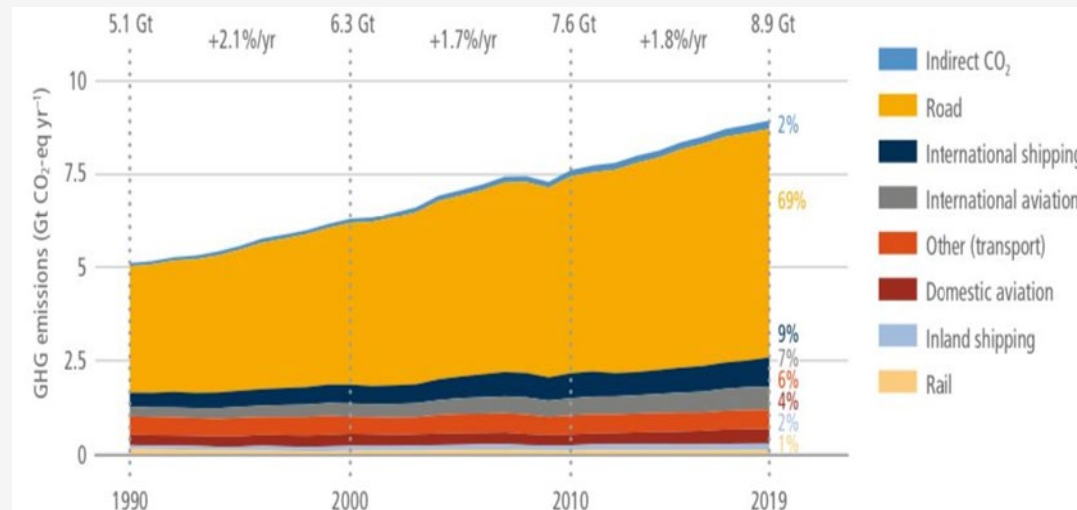


# ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (I)



## Transport global GHG emissions trends 1990-2019

Back on past trend following COVID dip



Source: 6th IPCC report 2022, "Climate Change 2022 - Mitigation of Climate Change", Sixth Assessment Report of the Intergovernmental Panel on Climate Change, Working Group III.

- Future Demand: Passenger** demand set to rise by 79% by 2050 compared to 2019, while **Freight** demand will double (ITF, 2023).
- Meeting the goal of the Paris Agreement to UNFCCC: Need to limit temperature rise to 1.5°C.** This will require GHG emissions to peak before 2025 and reduce by 43% by 2030 (6<sup>th</sup> IPCC Report, 2022).
- UN's stance:** "Decarbonize all means of transport to achieve **net-zero emissions by 2050.**" - UN Secretary-General (Beijing, 14 to 16 October 2021).
- Strategic Overview: Urgent action to support inland transport.** Builds upon prior strategies by IMO, ICAO, ITC strategy until 2030 (ECE/TRANS/288/Add.2) and Committee's revised Terms of Reference endorsed by ECOSOC (E/RES/72/2022/2).



# ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (II)

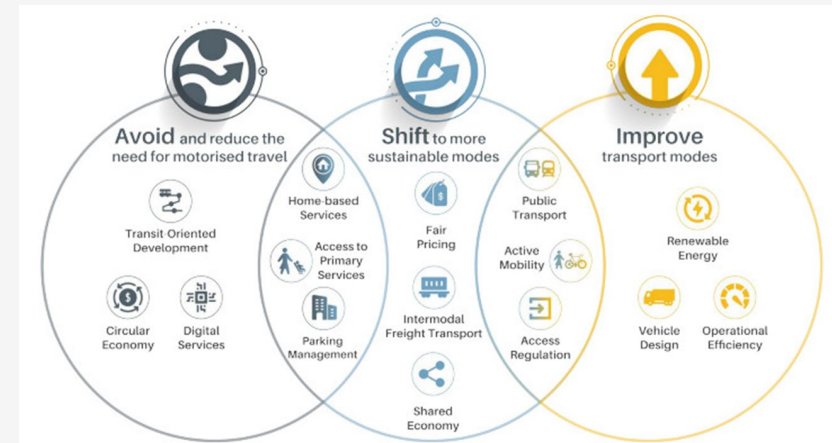


## Vision

- The ITC and its subsidiary bodies will take **urgent action to assist members in achieving the aspirational goal of net zero GHG emissions from inland transport by 2050.**

## Mission

- ITC's mission is to initiate, promote and support actions by its members and contracting parties to United Nations inland transport legal instruments in the following areas:
  - Avoid unnecessary inland transport trips**
  - Shift to low carbon, sustainable transport modes and/or operations;** and
  - Improve vehicles, infrastructure and operations.**



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

Source: SLoCaT Report "Transforming Transport and Mobility to Achieve the Targets of the Paris Agreement and the Sustainable Development Goals"



# ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (III)



## Under ITC purview:

- 60 UN inland transport legal instruments, 49 in force; 152 UN Member States are parties to at least one legal instrument, increased accessions from outside ECE region

## Key areas in the avoid-shift-improve framework:

- **AVOID:** Develop tools and resource materials on increasing urban mobility efficiency (toolkit, publications, guidelines); promote transport-oriented urban development.
- **SHIFT:** UN inland transport infrastructure agreements support shift to low carbon, sustainable transport modes and operations: AGC, AGN for inland waterways and rail; AGTC for multimodal transport. Road traffic, transport of dangerous goods and vehicle conventions ensure road safety in decarbonization policies.
- **IMPROVE:** The globally-harmonized UN Vehicle Regulations improve vehicles and their operations; infrastructure agreements under the ITC purview improve inland transport infrastructure. Their climate change mitigation relevance could be enhanced with additional parameters on the availability (e.g., EV charging infrastructure, hydrogen refilling stations).

UN Road Safety Conventions under UNECE ITC purview Geographical coverage



In green: Contracting Party to at least one Road Safety Convention.  
In red: Not Contracting Party to any Road Safety Convention



# Electrification of mobility



- Smart charging solutions – key to a successful deployment of a global EV car fleet
  - Availability of sufficient infrastructure and charging infrastructure at various levels.
  - Innovative EV charging station solutions.
  - Innovations in battery development.
  - Availability of standardized and harmonized e-charging protocols and standards.
  - Applicability of e-mobility for the road freight transport sector.
  - Applicability of e-mobility for the public transport sector.



# ForFITS



- Completed and launched in 2014.
- The model is meant to foster sustainable transport policies For Future Inland Transport Systems (and therefore named ForFITS) and can assist users in making informed decisions about measures available for the reduction of CO2 emissions in the transport sector.
- Main regular application as part of the Environmental Performance Reviews (EPRs) of the ECE Environment Division;
  - 4 Applications to date: 2015 (Belarus), 2016 (Georgia and Tajikistan), 2017 (Albania) and 2019 (Uzbekistan)
  - 2 on-going: 2021/2022 (Azerbaijan), 2022 (Armenia)
- THE PEP studies, Lithuania, Kaunas and Mannheim



# Sustainable Mobility and Smart Connectivity Nexus



- In 2019, the UNECE Executive Secretary decided to promote synergies between the different programmes while focusing on support for the Sustainable Development Goals (SDGs). Four nexus areas were identified to reflect existing synergies and to encourage further collaboration.
- Mobility and connectivity can be powerful catalysts for sustainable development.
- UN legal instrument sand tools for:
  - Enabling connectivity through harmonized tools
  - Advancing sustainable mobility
  - Driving innovation and the spread of new technologies
  - Unlocking trade as a driver of development
  - Facilitating connectivity through sustainable infrastructure.



# Thank you

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