TAKING AMBITIOUS CLIMATE ACTION

Decarbonising inland transport by 2050

INLAND TRANSPORT COMMITTEE

UNECE

Informal Document WP.29-192-06
192nd session of WP.29, 5 – 8 March 2024
Agenda item 2.4

ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport ECE/TRANS/2024/3

Decision from ITC at its 86th session

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ITC adopted the ITC strategy on reducing GHG emissions from inland transport

Decision 4

Adopted[1] the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, **expressed its encouragement to support, as the United Nations Platform for Inland Transport,** the Strategy's aspirational goal of net zero greenhouse gas emissions from inland transport by 2050, *and **decided** the following:*

- **Requested** the secretariat, in cooperation with the Bureau and all subsidiary bodies to report on the implementation of the Strategy to the Committee biennially;
- The initial ITC Climate Action Plan with milestones as contained in section V of ECE/TRANS/2024/3 serves as a living document and will be reviewed by the Committee biennially;
- **Requested** its Bureau, in consultation with the secretariat and the Working Parties, to regularly reflect on the initial ITC Climate Action Plan during its meetings and, should the outcomes of this reflection suggest it, propose adjustments to the Action Plan for the consideration of the Committee, as appropriate, so that continuous advancement in implementation of the Action Plan be attained;
- **Requested** the secretariat to enhance its support for coordination of the Committee and its subsidiary bodies to achieve the most effective implementation of the Strategy;
- **Requested** the secretariat to explore extrabudgetary resources to support the implementation of those components of the Strategy not covered by the Regular Budget.
- Concerning references in the Strategy to "hybrid attendance and participation", some delegations expressed reservations regarding the application of such practices for decision-making purposes.

[Agenda item 4]

Climate strategy outline

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I. Inland transport and climate

II. ITC vision and mission for climate action

III. Strategic objectives

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

V. Initial ITC Climate Action Plan with milestones– ITC to help deliver on climate goals and priorities

VI. Resource mobilization for the delivery of this Strategy

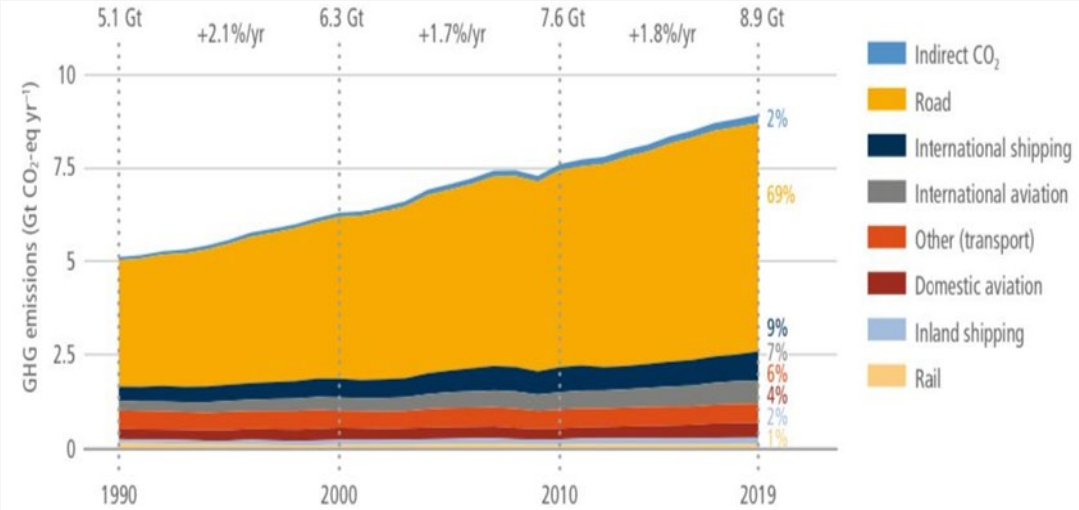
VII. Partnerships

VIII. Periodic review

I. Inland Transport and Climate

- **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 (6th 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/RES72022/2).

II. ITC Vision & Mission for Climate Action

Vision

- The Inland Transport Committee and its subsidiary bodies take urgent action to assist its member States and Contracting Parties to United Nations legal instruments under its purview in achieving the aspirational goal of net zero GHG emissions from inland transport by 2050.

Mission

- ITC's mission is to contribute to decarbonization of inland transport by its member States and Contracting Parties to United Nations legal instruments under ITC's purview through enhanced regulatory support, intergovernmental policy dialogue, and increased coordination and partnership among all relevant stakeholders.
- In doing so, the ITC draws from a broad decarbonization framework that draws on avoid-shift-improve measures which Member States may implement in any of or across the following areas:

a) **Avoid unnecessary vehicle kilometres through compact development, increasing accessibility to services, and reducing the need to travel as much as we do today**

b) **Shift to low carbon, sustainable transport modes and/or operations;** and

c) **Improve vehicles, infrastructure and operations.**

III A. Strategic objectives for the ITC and its subsidiary bodies

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1. Increased Inter & Intra-regional Governance

- Strengthen & elaborate **inland transport regulatory framework.**

2. Enhanced and more coordinated climate actions by and among ITC Subsidiary Bodies

- ITC provides enhanced guidance to their members on climate change **abatement.**

3. Increased intergovernmental Support for Climate Change mitigation and adaptation

a) Foster **regular policy dialogue** for cooperation **among member States** and **contracting parties** to the United Nations inland transport legal instruments;

b) Monitor **progress on decarbonization** of inland transport globally;

c) Provide **technical assistance advisory services**, including awareness-raising, technical support, workshops, training and projects in support of climate change abatement;

d) Provide **analytical support.**

III B. Strategic objectives for the implementation of the strategy by inland transport sector

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(a) Develop and enhance policies, legislation and measures

- Assess the feasibility and potential benefits to develop **inland transport decarbonization action plans** to the ITC & align, if applicable, with UNFCC NDCs & LTS
- Fully implement **UN inland transport legal instruments**
- Deploy **carbon-neutral technologies** & harmonize **standards across border**
- Facilitate **modal shifts** from road to rail/inland waterways & **multimodal mobility**
- Promote **public transport** and **shared mobility options**
- Ease the adoption of **zero to low-carbon modes** of transport
- Promote **data collection** on **active mobility** and Encouraging the use of **globally harmonized indicators** to monitor progress of inland transport decarbonization

(b) Foster the efficient use of energy

(c) Promote research and development in cooperation with academia and non-governmental bodies

(d) Support circular economy related practices

III C. Horizontal objectives

Key role of the ITC:

- Through its unique intergovernmental framework, ITC provides comprehensive support to its members and contracting parties to the UN legal instruments in ensuring actions aimed at decreasing GHG emissions:

a) Prioritizing **Transport Affordability, Safety** & **Security**
b) Avoiding **Negative Environmental and Health Externalities**
c) Fostering **Inclusive Transport**
d) Making **Transport Infrastructure** and **Operations resilient to climate change.**

Source: UNECE

Implementation of SDGs:

a) Reduced traffic crashes, impact on air pollution and climate (SDGs 3 & 13)
b) Improved urban mobility (SDG 3)
c) Industry innovation & efficient infrastructure (SDG 9)
d) Affordable and clean energy (SDG 7)
e) Multi-stakeholder partnerships for 2030 Agenda (SDG 17)

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

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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).

IV. ITC-administered instruments to assist in mitigating climate Change

WAY AHEAD IN CLIMATE CHANGE MITIGATION

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ITC subsidiary bodies should

- Request contracting parties to apply **climate considerations** for **amendments to the legal instruments**.
- For example by:
  - including **a standing agenda item** for subjective **climate impact assessment** of WPs' decisions.
  - Each WP is **fit for remote/hybrid decision taking**

Legal instruments can be updated by WPs

- By adding **clauses and/or Protocols**.
- Develop **additional legal instruments** for the inland transport sector's decarbonization.

Accelerated accessions beyond the ECE region

- Open legal instruments **for all UN Member States' accession/ratification** for carrying further their contribution to climate change abatement.

Support and implementation

- Provide **capacity development** and **policy advice** under ITC's framework.
- Develop **analytical** and **technical guidance** materials.

V. Initial ITC Climate Action Plan with milestones– ITC to help deliver on climate goals and priorities

- Initial actions for ITC and its subsidiary bodies to drive the change towards achieving the vision, mission and strategic objectives for curbing GHG emissions from inland transport.
- It comprises actions for specific ITC bodies, including joint and coordinated action among them. Indicative target years for implementation of each action are provided, which ITC can adjust depending on progress achieved.
- The action plan should serve as a living document. ITC will adjust and/or include therein additional actions during the plan's biennial review based on proposals made by its subsidiary bodies while completed actions will no longer be reflected in it.
- Actions targeting feasibility assessments will be considered by ITC or its subsidiary bodies based on the results stemming from these assessments so that follow-up actions are either implemented or terminated. In this way, ITC will manage this action plan.

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

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Action number	*Specific action*	*Target year*	*Related Objective(s)*	*ASI pillar addressed*	*Responsible bodies*
1	Assess regularly actions taken in support of implementation of this Strategy, and address climate change whenever feasible, through annual sessions or dedicated seminars or workshops and report it	From 2024, annually	A. / C.	Avoid/Shift/ Improve	ITC and all its subsidiary bodies
2	Assess the feasibility and potential benefits of traffic reduction measures towards provision of options for Member States to draw from in developing their own national strategies	2027	A.(a) / C.	Avoid	ITC / WP.5
3	Assess the feasibility and potential benefits of modal shift goals, if appropriate for individual Member States when developing their own national strategies, in cooperation with all relevant stakeholders (i.e. shippers and logistical companies)				WP.5 / WP.24 / SC.1 / SC.2/ SC.3
4	Take stock of existing policies or current efforts to reduce GHG emissions of vehicles. Explore the potential to harmonize regulatory tools among relevant markets, or to set tailpipe reduction targets for countries, if appropriate for them	2026	A.(a) / C.	Improve	WP.29
5	↳ If relevant, set tailpipe GHG emission reduction target	2028	A.(a) / C.	Improve	WP.29
6	Enable hybrid attendance and participation, including for decision making purposes	2027	A.(a)	Avoid	All subsidiary bodies
7	Provide analytical input to enhance infrastructure standards to make road, rail and waterways network resilient to climate change	2030	A.(a) / A.(c) / C.	Adapt	WP.5/GE.3

Similar topic already in GRPE list of emission topics

8	Consider additional parameters in the AGTC assisting electrification or use of alternative fuels or energy solutions at the network and amend the instrument if appropriate	2035	A.(a)	Improve	WP.24
9	Accelerate accession and implementation of the AGC/AGTC AGTC-Protocol so that intermodal transport infrastructure is developed enabling a shift to rail or inland waterways and monitor progress in infrastructure improvements	2040	A.(a)	Shift/ Improve	WP.24/SC.2/SC.3
10	Enable instruments similar to AGTC for use by United Nation Member States from outside of ECE region	2040	A.(a)	Shift/ Improve	WP.24/SC.2/ SC.3/WP.5
11	In terms of cycling infrastructure, consider, if appropriate, a new Convention on cycling route networks, taking into account the work of WP.5 and THE PEP	2027	A.(a) / C.	Avoid/Shift/ Improve	WP.5
12	Assess the feasibility and potential benefits of developing a succinct GHG template to be attached to decisions taken by WPs to assess the effect of decisions by the ITC and subsidiary bodies on GHG emissions	2026	A.(b)	Avoid/Shift/ Improve	ITC
13	↳ If implemented, provide an analysis of the expected contributions of decisions by the ITC and its subsidiary bodies on GHG emissions	2028	A.(b)	Avoid/Shift/ Improve	ITC
14	Establish partnership with GEF / GCF, among other United Nations funds to become an implementing agency	2028	A.(b)	Avoid/Shift/ Improve	ITC
15	Assess the feasibility of the preparation and benefits resulting from the availability of national, subregional/regional inland transport decarbonization action plans	2026			
16	↳ Establish, if appropriate, partnership with UNFCCC on potential complementarities between "inland transport decarbonization action plans" and UNFCCC's "NDCs"	2028			
17	Hosting the ITC events on climate change in the sidelines of the annual sessions, as appropriate and addressing climate change during high-level policy forums, as appropriate	From 2025 onwards			
18	Elaborate and support implementation of policy recommendations surrounding low- and zero-carbon technologies, such as electric vehicles and their charging infrastructure for passenger, freight and intermodal movements	2028	A.(c)	Avoid/Shift/ Improve	WP.5/WP.24/ WP.29/SC.1
19	Elaborate policy solutions for Mobility as a Service (MaaS) for passenger movement	2030	A.(c)	Avoid/Shift/ Improve	WP.5

ToRs for WP.5 informal TF on e-mobility adopted, as introduced Nov 2023 WP.29

20	Elaborate policy solutions for minimizing 'empty runs' and to create incentives for transport users to make informed choices and for operators to optimize their services	2035	A.(c)	Avoid/ Improve	SC.1/SC.2/WP.24/ WP.5
21	Elaborate policy solutions for intermodal city logistics, urban physical internet	2035	A.(c) / C.	Improve	WP.5/WP.24
22	Assess the feasibility and potential benefits of defining intermediate targets (2030/2040) for achieving net zero GHG emission by 2050 by inland transport GHG emission reduction target	2026	A.(c)	Avoid/Shift/ Improve	ITC
23	↳ If relevant, explore and propose goals and pathways for GHG reduction in inland transport for the short-(2030), medium (2040)-, and moving towards net zero by 2050 and, if and where appropriate, include these, along with national policies, in inland transport decarbonization action plans to be shared at the ITC	From 2026	A.(c)	Avoid/Shift/ Improve	ITC
24	Manage inland transport GHG emissions data (considering different modes and energy types)	2028	A.(c)	Avoid/Shift/ Improve	WP.6
25	Work towards efficient and seamless multimodal transport data and information digitalization and monitor progress	2040	A.(c)	Shift/ Improve	WP.24
26	Develop methodological and analytical tools to support national efforts further to and based on existing tools such as For Future Inland Transport Systems (ForFITS), Sustainable Inland Transport Connectivity Indicators (SITCIN), and the International Transport Infrastructure Observatory (ITIO-GIS)	From 2024 onwards	A.(c)	Avoid/Shift/ Improve	ITC and all its WPs
27	Develop and support uptake of guidance for vulnerability assessment/stress tests of transport asset to climate change hazard and for effective adaptation programmes e.g. adaptation pathways	2027	A.(c)	Adapt	WP.5/GE.3
28	Develop and support uptake of guidance on asset/network criticality assessment for adaptation	2027	A. (c)	Adapt	WP.5/GE.3
29	Optimize infrastructure networks by better utilization of ITS or traffic management system for road, rail, intermodal transport	2030	A.(c)	Avoid/	SC.1/SC.2/WP.24
30	Work towards reducing pathing conflicts by elaborating solutions for equal and fair use of the railway network by freight and passenger transport				SC.2/WP.24
31	Ensure the safe and secure deployment of low- and zero-carbon modes, technologies for vehicles and their charging infrastructure	Continuous	A.(c) / C.	Shift / Improve	WP.15/WP.29, with contributions from WP.1, WP.5 and other WPs

All GRs to contribute

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

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IWG on A-LCA

Action number	*Specific action*	*Year*	*Related Objective(s)*	*ASI pillar addressed*	*Responsible bodies*
32	Develop globally harmonized methodology to determine the carbon footprint of vehicles from cradle-to-grave	2025	A.(c) / C.	Improve	WP.29/GRPE, with support from other WPs
33	Elaborate possible solutions to improve material and resource efficiencies in the mobility value chains such as sustainable batteries, in the design, production, use and the end-of-life stages.	2027	A (c)	Improve	WP.5 / WP.29/GRPE

VI. Resource mobilization for the delivery of this Strategy

- **Regular budget resources** provided by member States to the ECE Transport subprogramme **will continue to fund staff to service and update the existing legal instruments** under the ITC's purview and develop new ones.
- The Working Parties and the secretariat will schedule their activities to evenly distribute the workload according to the initial ITC Climate Action Plan as well as resources available.
- …**implementation action**, in particular relevant research activities, **could be accelerated through additional extrabudgetary resources** to be raised, among others, from developed countries.

VII. Partnerships

ITC: A CENTRAL PLATFORM FOR KEY STAKEHOLDER COLLABORATIONS

- Global partnerships: **UN organizations** (UNFCCC, UNEP, WHO, the PEP, WMO, ITU), **inter-sectoral** (ICAO, IMO).
- UNFCCC & ITC: information exchange, transport decarbonization, **UN GHG guidance**, align **ITC & UNFCCC discussions.**
- UN Secretariat: partnerships with **DESA**, **UN regional commissions**; **ITC & ECE Committees** collaboration (e.g., GHG reduction via UNECE Forum of Mayors) & energy experts (**WP.5**).
- Cooperation: **ICAO** & **IMO.**
- Partnerships**: financial institutions** (GEF, GCF, World Bank Group), **regional organizations** (EU, EAEU).
- ITC: collaboration with **transport organizations** (ITF, IRU, OTIF, UIC) & **NGOs/civil societies**.
- Collaborate: decarbonization initiatives (**Breakthrough Agenda, Net Zero Coalition**), **transport & EV manufacturers**, **academic researchers** for climate innovations.

VIII. Periodic review

Review Cycle

- Every **5 years** (First in 2029) / Action plan reviewed **biennally**

ITC's Responsibilities:

- **Central coordination** & defining **review scope** and **terms of reference**.
- **Assess progress** of strategic objectives and action plan & set new actions and targets.
- **Knowledge Update:** Incorporate latest knowledge on the decarbonization of the inland transport sector (e.g., latest reports from Intergovernmental Panel on Climate Change.

Source: UNECE

Monitoring & Reporting:

- Regular **monitoring Strategy implementation** by ITC's subsidiary bodies.
- **Biennial action reports** & annual initiatives at ITC Forum on Climate change.

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Thank you!