



Taking Ambitious
Climate Action
Decarbonizing Inland
Transport by 2050

ITC Decarbonization Strategy – Possible actions for WP.5

WORKING PARTY ON TRANSPORT
TRENDS AND ECONOMICS (WP.5)

ITC Decarbonization Strategy

Decarbonization Framework: Avoid-Shift-Improve & Adapt



The Strategy's broad decarbonization framework draws on avoid-shift-improve measures:

- **Avoid** unnecessary vehicle kilometres through compact development, increasing accessibility to services, and reducing the need to travel as much as we do today
- **Shift** to low and zero carbon, sustainable transport modes and/or operations
- **Improve** vehicles, infrastructure and operations



- **Adapt** to climate change so that transport system provide the expected service

ITC Decarbonization Strategy

Initial ITC Climate Action Plan



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Contains 33 initial actions to drive the change towards decarbonization

- **Short-term - until 2026: 10 short-term actions in total** (including continuous)
- **Medium-term (2030 horizon): 17 medium-term actions** between 2027 and 2030
- **Long-term: 6 long-term actions** between 2030 and 2050

- **ASI&A pillar**
- **Responsibility of at least one ITC Working Party**

ITC Decarbonization Strategy

Initial ITC Climate Action Plan – concrete actions for 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)	2027	A.(a) / C.	Shift	WP.5 / WP.24 / SC.1 / SC.2/ SC.3
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
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
15	Assess the feasibility of the preparation and benefits resulting from the availability of national, subregional/regional inland transport decarbonization action plans	2026	A.(b)	Avoid/Shift/ Improve	ITC
16	Establish, if appropriate, partnership with UNFCCC on potential complementarities between "inland transport decarbonization action plans" and UNFCCC's "NDCs"	2028	A.(b)	Avoid/Shift/ Improve	ITC

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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
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
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

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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
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