

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics

Twenty-third session

Geneva, 7- 8 September 2010

Activities of United Nations Economic Commission for Europe bodies of interest to the
Working Party.

UNDA Project
on Facilitating climate change mitigation in transport
through addressing its energy-environment linkage

Note by the secretariat

In connection with agenda item 8 of the twenty-third session of the Working Party on Transport Trends and Economics governments are invited to consider the information provided by the secretariat regarding the UNDA Project and contribute to the implementation of the project and related aspects.

**PROJECT STRATEGY: OBJECTIVES, EXPECTED ACCOMPLISHMENTS,
INDICATORS, MAIN ACTIVITIES**

(a) **Objective (1): Internationally comparable CO₂ data on inland transport.** Applying common approaches to data collection and sampling in the area of inland transport CO₂ emissions.

Objective (2): The main objective of the project is to develop a **standard monitoring and assessment tool for CO₂ emissions in inland transport with a transport policy converter (to be referred to as ForFITS – For Future Inland Transport Systems).**

The ForFITS will be a web-based tool for a uniform and transparent evaluation of the CO₂ footprint of land transport, for monitoring the changes and for making actions to minimise CO₂ emissions, with a view to raising awareness among Governments and other

stakeholders, providing a rational basis for sustainable transport policies and effective measures. The ForFITS would help Governments and other organizations in their objectives to map the CO₂ sources in inland transport and to identify areas with the highest potential for reduction. The identification and definition of the emission reduction potentials for each inland transport mode directly or indirectly producing CO₂ is essential for establishing powerful measures to effectively mitigate climate change. As an implicit result of this project, the future use of the ForFITS (implemented calculation models, transport policy intervention packages, as well as the related documentation) will increase the awareness of the causality and interrelationship between transport, energy and CO₂ emissions and will lead to enhanced inter-sectoral and international cooperation and planning towards sustainable transport policies.

Objective (3): Wide use of the ForFITS. Government and sub-national bodies, as well as businesses and international organisations, are sensitised and share the same concerns on climate change. They are aware of the available methods and of the project recommendations and they have the capacity to reduce CO₂ emissions in inland transport.

(b) Expected accomplishments and their indicators of achievement

Expected Accomplishment EA1:

Internationally comparable information on inland transport CO₂ emissions and possibility of benchmarking.

Indicators for achievement for EA1:

Recommendations on common approaches to data collection and sampling of inland transport CO₂ published in the project report.

Number of countries publishing Inland Transport CO₂ statistics.

Number of countries that established national targets to reduce transport CO₂ emissions.

Expected Accomplishment EA2:

Increased awareness of the cause-effect relationship between the different transport modes, energy and CO₂ emissions.

Indicators of achievement for EA2:

Number of Governments and international organizations consulted about the existing models and methodologies.

ForFITS developed and available.

Number of pilot projects where the ForFITS has been used.

Expected Accomplishment EA3:

Enhanced capacity to assess and monitor and to take actions to reduce inland transport CO₂ emissions. Enhanced national capacity to monitor and assess current and future energy consumption patterns of the land transport modes and their respective CO₂ emissions by using the ForFITS, available free of charge via the Internet.

Indicators of achievement for EA3:

Increased number of national and sub-national policy makers in Governments and industry stakeholders able to monitor and assess CO₂ emissions in inland transport and to design the most effective intervention measures and transport policies - number of participants at the awareness raising and capacity building workshops on the Inland Transport CO₂ Assessment, the Monitoring framework tool and its transport policy converter (ForFITS).

Number of countries that express intention to follow up on the lessons learned during the regional capacity building and training workshops (participation survey).

Number of visits to the ForFITS website (web hits).

(c) Main activities

The main activities for Expected Accomplishment EA1 are:

- (i) Development of the recommendations on common approaches to data collection and sampling of inland transport CO₂.
- (ii) Surveys to be carried out by the Regional Commissions - in a harmonised way - to identify which countries publish inland transport CO₂ statistics, and which countries established national targets to reduce transport CO₂ emissions.

The main activities for Expected Accomplishment EA2 are:

- (iii) Review study of existing assessment models, and those that are under research, methodologies for evaluation of transport CO₂ emissions. Collecting and reviewing existing assessment models for the evaluation of transport CO₂ emissions from different transport modes and their energy consumption. Analysis and evaluation of advantages and disadvantages of existing models in view of a development of a future CO₂ monitoring and assessment tool with a transport policy converter as defined by this project. Clarify if the existing models have to be supplemented by specific features. Contact the different owners in order to clarify the copyrights and any possible further development by the UN RCs of the methodology or, if necessary, an updated version of it. Make a SWOT analysis of the existing

tools and models and make recommendations for a uniform monitoring and assessment tool for CO₂ emissions in inland transport with a transport policy converter (ForFITS).

- (iv) Organization of an international experts' meeting, in support of the main activities of this project, to assess the findings of the review study, and to develop the experts' recommendations.
- (v) Development of the inland transport CO₂ monitoring and assessment tool with transport policy converter, the ForFITS. Development of standard methodology, taking into account international terminology, definitions and classification of vehicles and transport modes. The structure of the ForFITS should allow for an extension, at a later stage, to other GHG or to other modules. It should also be possible to insert time-dependent functions to reflect any variations in the future vehicle fleet or in the development of the different transport modes.
- (vi) Development and testing of a user-friendly, web-based application tool, including an online user-manual (in English only) with detailed instructions and explanations. Setting up of a new website for the ForFITS and an application tool which could be linked to or supplemented by relevant statistics. As an indicator of the project's expected accomplishment, the application should also be able to record the use of the ForFITS. Furthermore, it should be possible to safely store locally specific data supplied by users in order to avoid the re-capture of data during further sessions or consultations.
- (vii) Piloting out (one per region) the inland transport CO₂ monitoring and assessment tool with transport policy converter (ForFITS).

The main activities for Expected Accomplishment EA3 are:

- (viii) Development of capacity building and training materials and a user-manual with additional region-specific guidelines (consultancy) (see item (vi) above).
- (ix) Organisation by each RC, of capacity building workshops for Government officials at policy making level and key industry stakeholders to raise awareness about the need for climate change mitigation and about the ForFITS to use it to underpin their climate mitigation policies in the transport sector - one workshop per region.
- (x) Organization of training sessions at technical level on how to use the inland transport CO₂ monitoring and assessment tool with transport policy converter (ForFITS) – one training session per region.

Results-based work plan

Expected accomplishment	Main activity	Timeframe by output/activity		
		Sept. 2010 – Aug. 2011	Sept. 2011 – Aug. 2012	Sept.2012 – Aug. 2013
EA1 - Internationally comparable information on inland transport CO ₂ emissions and possibility for benchmarking.	1.1. Development of recommendations on common approaches to data collection and sampling of inland transport CO ₂ emissions.	September 2010 to March 2011		
	1.2. Preparation of a Global status report based on the regional surveys..	October 2010 to June 2011		
EA2 – Increased awareness and knowledge of cause-effect relationship of CO ₂ emissions in inland transport.				
	2.1: Collecting and reviewing existing assessment models including an analysis and evaluation.	September 2010 to June 2011		
	2.2: Organization of an international experts' meeting.	July/August 2011		
	2.3: Development of the Inland Transport CO ₂ Assessment and Monitoring framework tool with transport policy converter (ForFITS).		September 2011 to February 2012	
	2.4: Development and setting up of the web-based application of the framework tool and the policy converter (ForFITS).		March 2012 to August 2012	

	2.5. Piloting out (one per region) the Inland Transport CO ₂ Assessment and Monitoring framework tool with transport policy converter (ForFITS).			October 2012 to June 2013
EA3 - Enhanced capacity to assess, monitor and to take actions to mitigate inland transport CO ₂ emissions based on the ForFITS				
	3.1: Development of capacity building and training materials incl. a user manual with additional region-specific guidelines including the translation into the six UN languages			September 2012 to March 2013
	3.2: Organization of awareness raising and capacity building workshops for Government officials at policy making level and key industry stakeholders – one workshop per region			February 2013 to June 2013
	3.3: Organization of capacity building training sessions at technical level on how to use the Inland Transport CO ₂ Assessment and Monitoring framework tool with transport policy converter – one training session per region			February 2013 to June 2013
Project evaluation	4: Collecting and evaluating replies to questionnaires and other information			July 2013 and August 2013