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Inland Transport Committee

Working Party on Intermodal Transport and Logistics

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Item 8

**Activities of the United Nations Economic Commission
for Europe Inland Transport Committee and its subsidiary bodies**

Working Party input into the Inland Transport Committee Climate Change Mitigation Strategy

Submitted by the Chair of the Working Party

I. Background

The Chair of the Inland Transport Committee (ITC) has written to all Working Party Chairs to obtain input into the new ITC Climate Change Mitigation Strategy. In particular, the Chair provides an outline of what the strategy should look like and encourages input into these chapters. The outline is set out below:

- 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. ITC Climate Action Plan with milestones – ITC to help deliver on climate goals
- VI. List of priorities
- VII. Resource requirements for the delivery of this Strategy
- VIII. Strategic Partnerships for the delivery of this Strategy

This document is prepared to assist the discussion of the Working Party on Intermodal Transport and Logistics (WP.24) at its sixty-sixth session on the ITC climate change mitigation strategy's outline and to agree on the input that WP.24 Chair would provide to this strategy of behalf of WP.24.

II. Possible inputs in the field of intermodal transport and logistics

WP.24 may wish to underline in its input that intermodal freight transport plays an important role in mitigating climate change from transport. This is because intermodal freight transport offers the possibility for moving freight in an effective and efficient way by modes of transport whose use generates lower external costs for human health and the environment and thus also lowest greenhouse gas emissions (GHG). In this context, WP.24 focus is on improving efficiency in freight transport or with other words avoiding inefficiencies, promoting shift to more efficient modes of transport (rail and inland waterways) but also working on improving transport infrastructure and operations, in particular through the legal agreements under its purview, namely the AGTC and the Protocol to AGTC. The legal instruments but also various guidance and handbooks are key in delivering on the WP.24 objectives.

In view of the above, WP.24 may wish to highlight the following two high-level comments in support of the development of the strategy:

(1) ITC is advised to focus its climate change mitigation strategy on three pillars for decreasing the transport footprint in climate change:

- (i) pillar 1: Avoid inefficient inland transport;
- (ii) pillar 2: Shift to more efficient inland transport modes and operations, and
- (iii) pillar 3: Improve inland transport infrastructure and operations.

(2) Given the regulatory nature of the Inland Transport Committee, with its highly specialized Working Parties (among them WP.24 for intermodal freight transport and logistics), the strategy should focus on developing, where possible, regulatory solutions that support climate change mitigation. For doing so, each Working Party should concentrate on its strengths to develop solutions that can be translated in concrete impacts for transport as a whole. This latter task should be ensured through ITC.

The remainder of this document sets out some possible considerations on the individual sections of the strategy.

I. Inland transport and climate

WP.24 may suggest that this section briefly sets the scene for the climate change challenge and provides data why transport has a role to play in mitigating climate change.

II. ITC vision and mission for climate action

WP.24 may suggest that this section refers to and links strongly to the ITC strategy until 2030 agreed by member States as the basis for all ITC activities. WP.24 may also suggest that the three pillars (avoid-shift-improve) define the ITC mission for climate change.

III. Strategic objectives

WP.24 may suggest that, in developing any strategic objectives the regulatory work of ITC should be taken into consideration which allows ITC to make an impact beyond UNECE region. To this end, regulatory solutions should be emphasized with ITC and its Working Parties working on these solutions in the areas of their expertise.

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

WP.24 may wish to note that the legal agreements that it administers (the AGTC and the Protocol to AGTC) are already, intrinsically, contributing to climate change mitigation. WP.24 may also note that additional possible modernisation of the AGTC/Protocol to AGTC

can contribute to climate change goals further in future. Therefore, emphasis should be put on developing existing instruments. Elaboration of new instruments should be only considered regarding transport issues not yet covered in conventions and agreements under the purview of ITC and its Working Parties.

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

WP.24 may wish to recommend that the Climate Action Plan with milestones should seek to develop clear actions that would allow to implement what is defined in the mission and objectives. Therefore, and building on what has been provided above, WP.24 may recommend that the action plan highlight key actions towards avoiding inefficient transport, encouraging modal shift to rail/inland waterways, and further improving transport operations. In doing this, and, within this framework, ITC should consider calling on the expertise of its Working Parties.

The following long-term action can be recommended per specific pillar.

- (i) Avoid inefficient inland transport:
 - Promote accession and implementation of legal instruments assisting in avoiding inefficient inland transport operations;
 - Identify and help implement solutions for avoiding inefficiencies.
- (ii) Shift to more efficient inland transport modes and operations:
 - Promote accession and implementation of legal instruments assisting in shift to more efficient transport modes (rail and inland waterways) and promoting intermodal transport;
 - Set and implement modal shift targets or a target for intermodal transport;
 - Assist digitalization and electronic information exchange for modal shift;
 - Assist development and application of methodologies for modal shift.
- (iii) Improve inland transport infrastructure and operations:
 - Promote accession and implementation of legal instruments assisting in improving inland transport infrastructure and operations;
 - Promote innovation for curbing transport emissions;
 - Support inland transport electrification/use of alternative fuels.

VI. List of priorities

WP.24 may wish to note that an action plan and milestones that are envisaged in the previous section would be, by definition, multi-pronged and typically individual to the activities of each Working Party while ITC should build on these activities and coordinate them to ensure impact for inland transport as a whole.

WP.24 may then wish to propose the following actions to be included in the strategy relevant to its expertise of work:

- Under avoid inefficient transport/promote accession and implementation of legal instruments: accelerate accession and implementation of the AGTC and the Protocol to AGTC so that intermodal transport infrastructure is standardized and allows for optimal transit traffic as well as monitor progress.

- Under avoid inefficient transport/identify and help implement solutions for avoiding inefficiencies:
 - optimize infrastructure networks by better utilization of ITS or traffic management system for intermodal transport.
 - Work towards reducing pathing conflicts by elaborating solutions for equal and fair use of the railway network by freight and passenger transport,
 - Innovate to develop solutions for minimising empty runs,
 - Innovate on intermodal solutions for climate friendly city logistics.
- Under shift to more efficient inland transport modes and operations/promote accession and implementation of legal instruments:
 - Accelerate accession and implementation of the AGTC/Protocol to AGTC so that intermodal transport infrastructure is developed for shifting to rail or inland waterways and monitor progress in infrastructure improvements,
 - Share the AGTC experience beyond its geographical scope and open up the agreement or promote similar regional agreements for other regions.
- Under shift to more efficient inland transport modes and operations/set modal shift targets: set a target for market share of intermodal transport for freight and monitor progress.
- Under shift to more efficient inland transport modes and operations/assist digitalization and electronic information exchange for modal shift: work towards efficient and seamless multimodal transport data and information digitalization and monitor progress.
- Under improve inland transport infrastructure and operations/support inland transport electrification and/or use of alternative fuels: consider additional parameters in the AGTC/Protocol to AGTC assisting electrification or use of alternative fuels or energy solutions and amend the instruments.

VII. Resource requirements for the delivery of this Strategy

WP.24 may wish to reiterate that all its activities have a direct or indirect impact on mitigating climate change. As such it may recommend that additional, new resources are allocated to its work so that actions on mitigating climate change are implemented swiftly.

VIII. Strategic Partnerships for the delivery of this Strategy

WP.24 may wish to note that it is already partnering with a number of external parties in its activities. These partnerships should be continued.
