



---

**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Statistics****Seventy-fifth session**

Geneva, 24–26 April 2024

Item 3 (a) of the provisional agenda

**The United Nations Economic Commission for****Europe Inland Transport Committee and its subsidiary bodies****The Inland Transport Committee Strategy on Reducing  
Greenhouse Gas Emissions from Inland Transport****Note by the secretariat****I. Introduction**

1. This document outlines the Working Party's input to the Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, data collection activities included in the Strategy, which are of relevance to the Working Party, and their implications for the Working Party's future initiatives.
2. The input of the Working Party to the Inland Transport Committee (ITC) Strategy on Reducing Greenhouse Gas (GHG) Emissions from Inland Transport (hereafter Strategy) is provided in the annex. The content remains unchanged from the submission made by the Chair of the Working Party to the ITC secretariat in September 2023. It should be noted that the term "ITC Climate Change Mitigation Strategy" was used at that time. The Working Party had previously shared this input with its members for informal consultation. It is essential to emphasize that the efforts proposed and necessary to fulfil the additional requirements identified in the Strategy will depend on the availability of resources.
3. Section II identifies specific segments of the Strategy (as per Draft 1 version) that are particularly pertinent to the Working Party. At the session, the secretariat will brief the Working Party on the final version of the Strategy, as adopted by the ITC at its eighty-sixth session. Additionally, should it be relevant, the secretariat will highlight any additional elements of the Strategy that may concern the Working Party.
4. Section IV discusses the impact of these elements on the Working Party's future works. It is important to note that this document is being prepared in advance of the ITC's session. Any subsequent changes or updates to the Strategy following the publication of this document will be addressed at the Working Party's session.

## II. Data collection indicated in the Strategy

5. Under the “Strategic objective for the implementation of the strategy by inland transport sector”, the Strategy indicates the following points:
  - a. Promoting data collection, for example on active mobility and baseline data on travel patterns to guide policy design and objectives;
  - b. Encouraging the use of globally harmonized indicators to monitor progress of inland transport decarbonization; member States are invited to support the development and use of the following recommended indicators and actions to effectively assess progress and support the implementation of the strategy.
6. Recommended key performance indicators for inland transport sector to monitor GHG emissions and its drivers include:
  - a. GHG emissions from inland transport (tCO<sub>2</sub>eq by mode)
  - b. Traffic activity (v.km, p.km, t.km by mode)
  - c. Carbon intensity (gCO<sub>2</sub>/tkm and gCO<sub>2</sub>/pkm by mode)
  - d. Existing and new transport infrastructure (km by infrastructure type)
  - e. Counts, location and power (where relevant) of public energy supply infrastructure for inland transport (by mode and energy type)
7. Supplementary indicators to be considered for additional information collection to support the implementation of the strategy are:
  - a. Well-to-Tank/Tank-to-Wheel carbon intensity (gCO<sub>2</sub>/km by mode, by energy type)
  - b. Infrastructure fit for intermodal/multimodal transport (km)
  - c. Number of city terminals
  - d. Accessibility/inclusiveness (% of v.km, p.km accessible/inclusive by mode)
  - e. Counts of empty runs (by mode)
  - f. Average travel speed of freight trains (km/h).
8. Under the “Initial ITC Climate Action Plan with milestones”, the Strategy lists specific actions with target years and responsible body. Considering the resource constraints and comments mentioned above, the actions of relevance to the Working Party are:
  - a. Manage inland transport GHG emissions data (considering different modes and energy types), with target year 2028, indicating WP.6 as the responsible body.
  - b. Work towards efficient and seamless multimodal transport data and information digitalization and monitor progress, with target year 2040. While WP.24 is indicated as the responsible body, WP.6 expects to be involved in this endeavour.

## III. Discussion and concluding remarks

9. The data requirements highlighted in the Strategy necessitate strategic adaptations by the Working Party. The table below provides an overview of the current status of data collection pertinent to these requirements.

### State of collection of required data as indicated in the ITC Strategy on Reducing GHG Emissions from Inland Transport

<i>Required data indicated by the Strategy<sup>1</sup></i>	<i>State of data collection by Working Party</i>
5a. Promoting data collection, for example on active mobility and baseline data on travel patterns to guide policy design and objectives	Initiation of discussion on shared and active mobility data collection planned for the WP.6 seventy-fifth session (ECE/TRANS/WP.6/2024/7)
6a. GHG emissions from inland transport (tCO <sub>2</sub> eq by mode)	<i>Not collected</i>
6b. Traffic activity (v.km, p.km, t.km by mode)	Collected through Common Questionnaire, <i>except</i> p.km by inland waterways.
6c/7a. (Well-to-Tank/Tank-to-Wheel) Carbon intensity (gCO <sub>2</sub> /km by mode)	<i>Not collected</i>
6d. Existing and new transport infrastructure (km by infrastructure type)	Collected through Common Questionnaire
6e. Counts, location and power (where relevant) of public energy supply infrastructure for inland transport (by mode and energy type)	Initiatives to collect data on electric vehicle public charging infrastructure are ongoing (ECE/TRANS/ WP.6/2024/5). Other energy types are currently <i>not collected</i> and will be discussed at the WP.6 seventy-fifth session (ECE/TRANS/WP.6/2024/6).
7b. Infrastructure fit for intermodal/multimodal transport (km)	<i>Not collected</i>
7c. Number of city terminals	<i>Not collected</i>
7d. Accessibility/inclusiveness (% of v.km, p.km accessible/inclusive by mode)	<i>Not collected</i>
7e. Counts of empty runs (by mode)	<i>Not collected</i>
7f. Average travel speed of freight trains (km/h)	<i>Not collected</i>
8a. Manage inland transport GHG emissions data (considering different modes and energy types) with target year 2028	<i>Not collected</i>

10. Although some data are not currently collected by the Working Party, several member States are already compiling relevant statistics. For example, Statistics Canada gathers data on electric vehicle chargers, natural gas and hydrogen stations (relevant to 6e). The Czech Statistics Office records the share of low-floor public transport vehicles in cities, while the Swiss Federal Statistical Office collects data on independent use of public transport by persons with disabilities (relevant to 7d). Statistics Denmark and Statistics Netherlands report on CO<sub>2</sub> emissions from transport, including per capita emissions (relevant to 6a), with the Netherlands also tracks the percentage of total passenger-kilometres travelled by car (relevant to 6b). (ECE/TRANS/ WP.6/2023/1).

11. GHG emissions data (points 6a and 8a) may be collated from the annual inventory submissions of the national inventory report and common reporting format of all Parties included in Annex I to the Conventions managed by the United Nations Framework

<sup>1</sup> The numbering is as listed under section III.

Convention on Climate Change (UNFCCC)<sup>2</sup>. However, it is important to note that not all UNECE countries are listed in this annex.

12. Furthermore, in line with the Paris Agreement and the Enhanced Transparency Framework, Parties to the Paris Agreement are mandated to submit biennial transparency reports (BTR) every two years with the first submission due by 31 December 2024<sup>3</sup>. These BTRs are primarily intended to provide transparent and consistent information on GHG inventories. In this context, the Working Party may consider leveraging data from the BTRs for collecting information on inland transport GHG emissions.

13. The Working Party is invited to offer their perspectives on the data requirements stipulated by the ITC Strategy on Reducing GHG Emissions from Inland Transport, as well as to provide feedback on the Working Party's approach to data collection. Furthermore, member States are encouraged to share their experiences in collecting the data listed in the table, particularly those not currently collected by the Working Party.

---

<sup>2</sup> <https://unfccc.int/ghg-inventories-annex-i-parties/2023#ref3>.

<sup>3</sup> <https://unfccc.int/biennial-transparency-reports>.

## Annex

### Input of the Working Party to the Strategy

#### Introduction

In May 2023, the Chair of the Inland Transport Committee (ITC) and the Director of Sustainable Transport Division jointly issued a letter to all Working Party Chairs. The correspondence extended an invitation to all relevant Working Parties to contribute to the development of the ITC's new Climate Change Mitigation Strategy (hereafter referred to as the "Strategy"). Specifically, input and feedback were requested on the following sections of the Strategy:

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

It is crucial to highlight that the Working Party on Transport Statistics (WP.6) primarily serves a role through its data collection and analysis activities. WP.6 has been gathering various types of data pertinent to climate change mitigation, such as modal shifts from road to rail and inland waterways. This data includes:

- International and national goods transport by road, rail, and inland waterways;
- National passenger transport by road and rail; and
- Vehicle statistics by fuel type.

Since 2020, WP.6 has also been gathering data on metro and tram passenger numbers to monitor the development of urban public transport as sustainable modes of transport.

In its previous session, under the agenda item "Transport indicators and monitoring the Sustainable Development Goals", the Working Party decided to add new indicators for monitoring the transport-related Sustainable Development Goals in the ECE Region. These additional indicators include the *percentage of new passenger cars that are zero emission* and *trends in new passenger car vehicle weight*. It also decided to start collecting data on electric vehicle recharging infrastructure to monitor the development of the infrastructure that support the market adoption of electric vehicles.

The following section outlines the inputs from the Working Party on each of the eight elements of the Strategy listed above. This document was sent to the Working Party for informal consultation in September 2023, given the ITC's plan to adopt the Strategy during its eighty-sixth session in February 2024, which precedes the seventy-fifth session of the Working Party scheduled for April 2024.

#### Main strategy headings

##### I. Inland transport and climate

WP.6 suggests that this section should provide both historical data and future projections concerning inland transport and climate in the UNECE region. To establish a robust baseline for measuring progress, it is crucial to include reliable data from a base year. This will enable more accurate tracking of changes over time and support the formulation of evidence-based

policies and strategies. Most of the data have already been collated by various reputable institutions, which contributes to the credibility and reliability of the information used for analysis.

## **II. ITC vision and mission for climate action**

WP.6 recommends that the vision and mission of the Strategy should be inherently data-driven. This means formulating a vision and mission that are not only ambitious but also anchored in reliable data, ensuring that the Strategy's implementation and monitoring are evidence-based.

## **III. Strategic objectives**

WP.6 advises encouraging the use of data to develop an understanding of the shift to greener transport options. This is an area where UNECE already maintains extensive data. This might include examining the use of public transport, non-motorised transport, and shared mobility for passengers, and any shift from road to rail and inland water transport for goods.

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

Although there are no legal instruments under the purview of WP.6, the Working Party suggests continuing the development and maintenance of existing conventions and agreements that have been indirectly or directly contributing to climate mitigation efforts, such as the AGR.

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

Milestones should be set for 2030, 2040, and 2050, aligning with the 2030 Agenda and Net-zero GHG Emissions by 2050 goals. In developing these milestones, consultations with WP.6 experts and secretariat should be undertaken to ensure the availability of the required data and to incorporate their insights and expertise. A mid-term review every five years is also advisable, allowing for adjustments based on progress, evolving circumstances and any newly available data or insights.

## **VI. List of priorities**

Given WP.6's supportive role, its primary focus is on strengthening data collection and analysis capacities. WP.6 stands ready to assist with this as needed and proposes the following specific actions to be included in the Strategy:

- **Capacity building:** Intensify efforts to enhance the data collection capabilities of UNECE member States, particularly those non-Eurostat countries that currently face challenges in providing comprehensive transport data. This remains a critical area for improvement in measuring the efficiency and environmental impact of transport systems.
- **Open Data Initiatives:** Advocate for open access to transport-related data sets, which would allow for broader scrutiny and more extensive analysis by stakeholders beyond governmental bodies.
- **Data Harmonization:** Promote the standardization of data collection methods and metrics across UNECE member States to ensure comparability and to improve the accuracy of cross-border analysis, particularly if new indicators pertinent to climate change are to be introduced.

## **VII. Resource requirements for the delivery of this Strategy**

The Working Party reiterates that its core activities revolve around collecting and analysing data essential for measuring the progress and effectiveness of the Strategy. Recognizing the pivotal role of reliable data in tracking progress toward strategic milestones, the Working Party strongly advocates for the allocation of additional human and financial resources to support its work. Specifically, these resources should encompass:

- **Additional Staff:** More human resources should be designated to the WP.6 secretariat to manage the expanded scope of data collection and analysis.
- **Financial support:** Provide funding to enhance the data collection capabilities of UNECE member States, especially for monitoring transport related GHG emissions.

By securing these resources, WP.6 aims to better support the Strategy in achieving its objectives at each planned milestone, reinforcing the importance of a data-driven approach in combating climate change.

#### **VIII. Strategic Partnerships for the delivery of this Strategy**

WP.6 has ongoing collaborations with esteemed institutions like Eurostat and the ITF. For the successful implementation of the Strategy, fostering closer relationship with other organizations, such as UNFCCC, is essential.

---