

7th session of ESCAP Committee on Transport, 23-25 November 2022

Agenda item 3. Major issues in transport - (b) environmentally sustainable transport systems and services

UNECE intervention

The Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (ECE) was founded in 1947. In the last 75 years, the ITC and its subsidiary bodies provided an intergovernmental forum for Member States to forge tools for economic cooperation and negotiate and adopt international legal instruments on inland transport - to improve traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector.

Of the 193 United Nations Member States, 151 States (78 per cent) are Contracting Parties to at least one of the 59 legal instruments on inland transport under the purview of the Committee, in addition to 2 Permanent Observers and one non-State Contracting Party. These legal instruments are considered indispensable for developing efficient, harmonized and integrated, safe and sustainable inland transport systems.

The development of environmentally sustainable transport systems and services is considered a cross-cutting subject in the Inland Transport Committee Strategy until 2030. The Committee, its relevant Working Parties and the secretariat have been working to contribute towards its achievement. The activities are summarized as follows:

- (a) High-level policy, regulatory and institutional support at the level of the Committee's decisions and endorsed Ministerial Resolutions and Declaration.
- (b) Assessment of impact on transport and adaptation measures, by the Working Party on Road Transport (SC.1), the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and the Working Party on Transport Trends and Economics (WP.5);
- (c) Regulatory framework for deployment of safe electric and hydrogen vehicles, by the Working Party on the Transport of Dangerous Goods (WP.15) and the World Forum for Harmonization of Vehicle Regulations (WP.29/GRSP);
- (d) Regulatory framework by WP.29/GRPE for:
 - measuring CO₂ emissions from road vehicles
 - the use of new technology to ensure minimum degradation from batteries;
 - improving engine efficiency and reducing emissions, by WP.29;
 - (under development) the Life-cycle Assessment (LCA) regulatory framework to measure the life-cycle emission of carbon of vehicles, including during manufacturing, use and end-of-life phases of the vehicle;
- (e) Regulatory framework for greening inland water transport fleet, infrastructure and operations by WP.3/SC.3;

- (f) Intermodal system and modal shift from road to more environmentally sound modes, by the Working Party on Rail Transport (SC.2) and the Working Party on Intermodal Transport and Logistics (WP.24);
- (g) Promotion and facilitation of green transport and mobility by WP.5 and the Transport, Health and Environment Pan-European Programme (THE PEP);
- (h) Studies and publications, by WP.5 and THE PEP;
- (i) Capacity building, by SC.3 and WP.5;
- (j) Development of tools, such as the For Future Inland Transport Systems model (ForFITS), the Intelligent Transport System Road Map and THE PEP handbook;
- (k) Inter-Working Party cooperation and coordination, between SC.1, WP.5, WP.15 and WP.29; and
- (l) Project on new energy, the secretariat.

Lastly, between 21-24 February 2023, the Inland Transport Committee's 85th plenary session will take place. Building on recommendations by the Inland Transport Committee (ITC) and Bureau debates, the general theme of the High-level segment will be on Climate Change. Globally CO₂, the major contributor to the greenhouse gases (GHG) emitted from the transport sector account for 23 per cent of global energy-related CO₂ emissions. Within the transport sector, more than 71 per cent of CO₂ emissions are from inland transport, including about 70 per cent from the road subsector alone. This theme will provide an opportunity to reflect on the unique assets of the Committee, highlighting its value added and underlining its future potential in a heavily impacted global economy due to the adverse effects of climate change and extreme weather. I would like to take this opportunity to cordially extend an invitation to all participants here to the 85th plenary session of the Inland Transport Committee. Formal invitations to all contracting parties will follow in early December.

Thank you very much for your attention.