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Inland Transport Committee

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Item 4 (a) of the provisional agenda

Climate change and transport: Mitigation of environmentally harmful effects of inland transport

Development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation

Note by the secretariat

Duration – 3 years (thirty-six months) (2011-2013)

Executing agency: UNECE

Implementing entity – **Other UN Regional Commissions (ECA, ECLAC, ESCAP and ESCWA)**

Funding - \$738,000

1. According to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, transport is responsible for 23 per cent of world energy-related greenhouse gases (GHG) emissions with about three quarters coming from road vehicles, and it produced about 23 per cent of world energy-related CO₂ emissions. Furthermore, the transport sector is the second largest (and second fastest growing) source of global GHG emissions. More than 1.3 billion road vehicles¹ in the world today produce nearly 3 billion tonnes of CO₂ per year, thus having a very negative impact on the climate. To facilitate the implementation of commitments made by countries under the United Nations Framework Convention on Climate Change (UNFCCC), an information and analytical tool based on a uniform methodology for the evaluation of the actual CO₂ emissions generated by the different modes of land transport needs to be set up. Although a number of tools for measuring CO₂ emissions exist, none of them capture relevant data for effective transport policy interventions. They also produce results and specific data that are not really

¹ Global status report on road safety, Time for Action, World Health Organization, 2009.

comparable at international level. Emerging economies where the motorization level is still low, but where the fastest growth is anticipated, are expected to strengthen their political commitment for taking actions and implement transport policies geared towards sustainable development.

2. The project, *Development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation*, is aimed at assisting countries in the implementation of the recommendations contained in the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC) and in General Assembly resolution A/63/32 on *Protection of global climate for present and future generations*.

3. Building upon the results achieved in this area, this project proposes to develop a uniform monitoring and analytical tool based on a standard and transparent methodology to evaluate the CO₂ footprint of land transport, taking into account climate-relevant indicators, and based on the monitoring results to offer a set of potential actions, i.e. a package of transport policy interventions (a transport policy converter). This tool is meant to pave the way for the future inland transport systems, thus we have named it ForFITS. It would be freely available to all UN member States and organizations that wish to analyze a wide range of issues linked to CO₂ emissions and the policy implications of using different mitigation techniques and measures in the land transport sector. It would take into consideration not only the continued growth of road vehicle fleets (including the different types of propulsion), future extensions of transport infrastructure, the development and use of Intelligent Transport Systems and the availability of sustainable energy sources, but also railway and inland waterway transport, with particular attention paid to intermodal transport.

4. The ForFITS would provide a robust and transparent framework capable of analyzing alternative strategies for the development of sustainable transport and would establish links with transport policy-making decisions. The review and analysis of existing assessment models for the evaluation of transport activities, energy consumption and CO₂ emissions will be the starting point for the establishment of a standard methodology for monitoring and assessment of inland transport CO₂ emissions, as well as for raising awareness about the issues. Following the release of the findings, this phase has been launched in January 2011. The testing, validation and implementation of the web-based application tool is expected to be completed in 2012. The tool is intended to be publicly accessible and free of charge via the website by the end of 2012.

5. The capacity building workshops and training activities on how to use the ForFITS as a standard CO₂ assessment tool for inland transport CO₂ emissions including the transport policy converter will take place in all the five regions of the Regional Commissions during 2013. These workshops are aimed at raising awareness of the importance of climate change and transport, and building up the necessary capacity at regional and national levels to facilitate climate change mitigation in the inland transport sector using the tool ForFITS developed under this project.