“Business-lead collaboration on Sustainable Transport: Supporting the UN 2030 Development Agenda”

Addis Ababa, 3 April 2016
Enhancing Africa’s Trade Potential
UN HRLLLS – UNECE - IRU side event
9th Joint AUC-ECA Annual Meetings of the AU Conference of Ministers Of the Economy, and Finance and ECA Conference of African Ministers of Finance, Planning and Economic Development

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IRU Permanent Delegation to the UN
**The global transport landscape: Key issues in transport sustainable development**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
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<tbody>
<tr>
<td>Rural transport</td>
<td>1 billion people in developing countries do not have access to an all-weather road</td>
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<td>Urban transport</td>
<td>2025 more than half of the population in the developing world will be living in cities</td>
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<td>Transport and social responsibility</td>
<td>An estimated 75 per cent of maternal deaths could have been prevented responsibility through timely access to care related to childbirth</td>
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<td>Roads and highways</td>
<td>More than 60 per cent of the world’s paved roads are in high-income countries</td>
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<td>Road safety</td>
<td>Around 1.2 million people die each year in road accidents; 90 per cent of these deaths occur in the developing world</td>
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<td>Shipping and ports</td>
<td>Maritime transport moves more than 90 per cent of world trade by volume</td>
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<td>Air transport</td>
<td>Around 35 per cent of international trade by value is carried by air transport</td>
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<td>Transport, logistics and facilitation</td>
<td>Trade-associated transport costs in landlocked and small island developing countries are much higher and the volume of trade is much lower than in coastal countries</td>
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<td>Transport dependence on fossil fuels</td>
<td>Transport relies on oil and petroleum products for 95 per cent of the energy on fossil fuel use</td>
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<td>Air pollution</td>
<td>Transport is a significant contributor to local air pollution and associated public health impacts</td>
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<td>Climate change</td>
<td>Transport is responsible for 23 per cent of global energy-related greenhouse gas emissions, and its contribution is increasing rapidly</td>
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<tr>
<td>Year</td>
<td>Event</td>
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<td>2011</td>
<td>UN Commission on Sustainable Development CSD-19, New York;</td>
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<td>2012</td>
<td>Rio+20 Conference on Sustainable Development Rio de Janeiro, Brazil;</td>
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<td>2014</td>
<td>UN Secretary General High-level Advisory Group on Sustainable Transport;</td>
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<td>2014</td>
<td>Vienna Programme of Action 2014-2024;</td>
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<td>2014</td>
<td>UN GA Resolution on Transport and Transit Corridors;</td>
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<tr>
<td>2015</td>
<td>3rd International Conference on Financing for Development Addis Ababa, Ethiopia;</td>
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<td>2015</td>
<td>COP 21 Conference, Paris, France;</td>
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<td>2015</td>
<td>UN GA Resolution “Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors”</td>
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"The new sustainable development agenda needs generous and visionary leaders, working through partnerships with other stakeholders to make the implementation of the SDGs as effective as possible."

Ban Ki-moon,
United Nations Secretary General
Global Partnership for Sustainable Transport (GPST)-joint initiative of the UN Global Compact and the IRU

Soft launched on 26 September 2015 during 70th General Assembly of the UN
Represents four modes of transport

Business-driven

Embraces 3 elements of sustainability
Global Partnership for Sustainable Transport - VISION

- Global platform
- Business and Industry-led
- Multimodal
- Multi-stakeholder
- Action-oriented

Implementation of the SDGs and recommendations of the UN SG’s High-Level Advisory Group on Sustainable Transport
Comments and appreciation

“I warmly support the work of the Global Partnership for Sustainable Transport: moving ahead, listing actions and underpinning them with concrete results”
- H.E. Ms Wilma Mansveld, Minister for the Environment of The Netherlands

“The GPST is an important global initiative that is committed to promoting the development of efficient regional transport systems, in particular sustainable multimodal transit corridors, which are vital to meaningfully integrate landlocked developing countries into global markets. It is my hope this initiative contributes to forging partnerships in support of the development of efficient regional transport systems in landlocked developing countries”
- Mr. Gyan Chandra Acharya, United Nations Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS)

“The GPST is a powerful partnership that promises to transform the way we deliver accessible, seamless, efficient, resilient and sustainable mobility services and infrastructure via all modes”
- Umberto de Pretto, IRU Secretary General
Comments and appreciation

“The ICC welcomes the GPST as a new vibrant and innovative platform that marks yet another important milestone for sustainable transport and global cooperation that envisages robust business engagement to achieve the priorities of the 2030 Sustainable Development Agenda”.

- Ms Louise Kantrow, Permanent Representative of the International Chamber of Commerce to the UN

“The core of the solution lies in innovation. We cannot live in the old supply chain system, and with joint efforts of GPST supporters the supply chains can be transformed”.

- Dr Patrick Oliva, Senior Vice-President, Michelin - Sustainable Mobility

“GPST is a good vehicle to bring together multi-stakeholders, because actors don’t have time to engage in different fora”.

- Mr Niklas Gustavsson, Chief Sustainability Officer, Head of Sustainability & Public Affairs, Volvo Group

“What distinguishes GPST from other global initiatives is its ability to voice the views and suggestions coming from all modes of transport and logistics with a view to promoting sustainable trade facilitation by reducing red tape at borders, harmonising customs legislation and border crossing procedures for the benefit of the international trading community”

- Mr Marco L. Sorgetti, Director General, FIATA
GPST: Who is involved, who does it concern?

- In addition to creating new business opportunities, sustainable and responsible business practices contribute to innovative practices of transport operators, logistics & shipping, and transportation manufactures.

Enablers of Transport (construction, energy, utilities, ICTs, and financial market)

Core Transport Sector (i.e. manufacturers, service providers, and operators)

- Sustainable and responsible business practices contribute to risk mitigation, process efficiency and innovation, and sustainable development values of clients.

Users of Transportation (companies, governments, and consumers, citizens)

- Sustainable and responsible business practices enhance competitiveness by enhancing brand and reputation, and responding effectively and proactively to regulations and stakeholder expectations.
Promotion of responsible and sustainable best business practices in the transport and related infrastructure sector

Support for existing initiatives on “Green” transport (Environment) to reduce pollution levels

Creation of enabling environments for investments in transport infrastructure and services, and productive public-private partnerships

Development of international Multimodal corridors for international trade and sustainable regional and global cooperation

Advocacy for greater participation in existing intergovernmental agreements and Global/UN conventions on transport, trade, travel and tourism

Facilitate collaborative initiatives on enhancing sustainable transport

Support existing efforts on Good governance and anti-corruption
The GPST supports global efforts to

- **Advocacy** on implementation of int’l conventions and UN Resolutions that promote more efficient transport systems, facilitate trade and promote transit corridors;

- Generate awareness of what works – **Best Practices**

- Promote **public-private partnerships (PPPs)**

- **Develop Guidelines** for governments and businesses on how to implement UN Resolutions (Governments = better policies; businesses = expanded business opportunities)
UN GA Resolution A/70/197 “Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors” is

Noting the launch on 26 September 2015 of the Global Partnership for Sustainable Transport, developed by the International Road Transport Union and the United Nations Global Compact, and recognizing in this regard the mission and objectives that this Partnership pursues as a business-and industry-led, action-oriented, multi-stakeholder initiative involving all modes of transport

Recognizing the need for continued cooperation and coordination between the United Nations and existing partnerships on sustainable transport issues, such as the Global Partnership for Sustainable Transport, the Partnership on Sustainable Low Carbon Transport and the Group of Friends on Sustainable Transport
Achievements

The study on the role of transport implementation in the 2030 Sustainable Development Agenda
What’s next?

Development of dedicated web-page on IRU and UN Global Compact websites

http://www.iru.org/en_gpst

http://www.gpst2030.org
What’s next?

Promotion of best practices

Global Partnership for Sustainable Transport (GPST)
A Compendium of Best Practices in Public-private partnerships

Title of Project: Promoting international legal frameworks for sustainable transport: UN GAs resolutions on multimodal transport corridors, business opportunities & the 2030 Agenda

Implementing Partners: The Government of Turkmenistan
The International Road Transport Union (IRU)

Contribution to SDGs & 2030 Development Agenda

Relevance to UN Global Compact Principles: UN Global Compact Environment Principles 7, 8, 9

Transport Mode: Multi-modal transport

Focus area: Public-private partnerships (PPPs)

1. Background

Although it is widely acknowledged that transport is a key driver of economic prosperity and sustainable development, the international legislative framework that has evolved thus far has set standards for the industry, rather than implementing the objectives and purpose of agreements, conventions, and protocols. To address this, the Government of Turkmenistan and the IRU have formed a public-private partnership (PPP) to promote the development of an international legislative framework for sustainable transport that benefits all modes of transport and creates new business opportunities for the sector.

SDG 9: Industry, innovation and infrastructure
SDG 8: Decent work and economic growth
SDG 16: Peace, justice and strong institutions

Principle 7: Businesses should support a precautionary approach to environmental challenges
Principle 8: Businesses should work towards achieving societal goals that support and respect the equal rights of all, with a particular focus on human rights
Principle 9: Businesses should encourage the development and diffusion of environmentally friendly technologies

Global Partnership for Sustainable Transport (GPST)
A Compendium of Best Practices in Public-private partnerships

Title of Project: The Model Highway Initiative: facilitation of cross-border procedures and the development of sustainable ancillary roadside transport infrastructure

Implementing Partners: The International Road Transport Union (IRU) and the Governments and Associations of Road Transport Carriers of Georgia, Azerbaijan, Turkey, Kazakhstan, Tajikistan, Turkmenistan, Kyrgyz Republic, and the Islamic Republic of Afghanistan

Contribution to SDGs & 2030 Agenda

Relevance to UN Global Compact Principles: UN Global Compact Environment Principles 7, 8, 9

Transport Mode: Road Transport

Focus area: Road Transport Infrastructure and Services

1. Background

There is an acknowledged need to improve the delivery of strategic infrastructure, including ancillary roadside infrastructure in many landlocked countries, including those in Eurasia, whose borders impede their economic development. More than two-thirds of the world’s population lives in Eurasia, working, producing, and trading with the rest of the world. These countries share similar challenges in relation to the timely delivery of infrastructure to support significant regional growth, integration, and development in accordance with the 2030 Development Agenda.

SDG 9: Industry, innovation and infrastructure
SDG 8: Decent work and economic growth
SDG 16: Peace, justice and strong institutions

Principle 7: Businesses should support a precautionary approach to environmental challenges
Principle 8: Businesses should work towards achieving societal goals that support and respect the equal rights of all, with a particular focus on human rights
Principle 9: Businesses should encourage the development and diffusion of environmentally friendly technologies.
DRAFT TERMS OF REFERENCE
Of the Experts Group on Development of the Single Transport Document (STrD)
For Sustainable Global Value Chains
(20 January 2016)

1. Background
The Experts Group (EG) is created under the aegis of the Global Partnership for Sustainable Transport (GPST) to promote the sustainable development of all transport modes in the context of the 2030 Development Agenda.

2. Objectives
The exponential growth of international trade in the XXI century suggests the need to explore the development of a single transport document (STrD) that could potentially service all modes of transport along global supply chains. The absence of harmonised administrative and customs procedures in international trade has resulted in insufficient coordination among legal frameworks for different modes of transport. This negatively affects delivery times, generates economic losses, and may incite corrupt practices. Increased costs of intermodal shipping and transportation, which are often considered as a fuel efficient and environmentally sound option to move goods and service represent an additional negative consequence of unharmonised administrative and customs procedures. Moreover, the social and environmental consequences of inefficient transit facilitation make it more costly for companies in the transportation industry to embrace more robust environmentally sustainable and socially responsible.

The development and introduction of a STrD - a single (non-negotiable) document for all modes and transport units with a single liability regime could therefore be considered as a viable area for investigation with a view to formulating appropriate recommendations at the international level. This could serve as an important enabling mechanism to assist companies in the transportation industry to further strengthen their sustainability practices as it can reduce various global value chain sustainability risks.
JOIN THE GPST

http://www.iru.org/en_gpst
The GPST will review progress made during the past year and to consider future activities:

- GPST advocacy in the UN, at the regional and national levels;
- Outreach and membership (more than 30 registered members)
- Best Practices and Partnerships (UN Global Compact, UN-Habitat, UNOHRLLLS, FIA, numerous Governments)
- Establish the Experts Group for the Single Transport Document (STrD)
- Develop the work programme for 2016
THANK YOU