Global Partnership for Sustainable Transport

2017 ECOSOC Forum on Financing for Development follow-up

NYC 23 May 2017

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The overall objective of the GPST is to provide an international framework for multilateral dialogue on policy options and possible measures to enhance sustainable transport systems globally.

Six Priority Areas of GPST Activities

I. Promoting responsible and sustainable business practices, including the 10 Principles of the UN Global Compact throughout the entire transport sector;

II. Promoting sustainable transport for enhanced economic development, including enabling policy environments for investments in transport infrastructure and services and productive public private partnerships;

III. Advocacy for the further development of international multi-modal transit corridors for international trade and cooperation;

IV. Support for existing initiatives on more sustainable, cleaner and “greener” transport;

V. Support for transport safety, greater social equity and social inclusion, including through better transport infrastructure and services in rural and other peripheral areas, and through improved access to affordable transport for disadvantaged social groups;

VI. Advocacy for greater business and industry participation in multi-lateral and universal intergovernmental agreements on transport, trade, travel and tourism
1. The reduction, simplification and standardization of data and documentation required by customs and other agencies;
2. The creation of an environment that allows for systematic dialogue between government and the business community;
3. The coordination and cooperation between customs and other control agencies, with the view to achieve a “single window”;
4. The harmonization of regulations of border agencies;
5. Information and communication technologies (ICT) are important tools for promoting trade facilitation by enhancing transparency, ensuring consistency and supporting simplification;
6. Use of risk management and authorized trader schemes (AEO) by customs and other agencies at the border; and
7. Establishment of transit corridors, which is a route between two or more countries that have agreed to apply facilitated procedures.
Global Silk Routes Initiative

Actions Areas

(i) removal of impediments to globalization of trade along the Silk Routes, including facilitation of efficiency in border crossings and implementation of relevant UN conventions, such as the Harmonization Convention and the TIR Convention;

(ii) development of best practices for investments in transport infrastructure, including ancillary infrastructure and public-private partnerships; and

(iii) exchange of information on best practices between private and public players across all modes of transport and relevant countries along the Silk Routes necessary for trade facilitation.
China's One Belt, One Road Initiative
The potential for scaling up green finance is substantial.

The development of green finance still faces many challenges:

i. difficulties in internalizing environmental externalities,
ii. information asymmetry (e.g., between investors and recipients),
iii. inadequate analytical capacity
iv. lack of clarity in green definitions
v. maturity mismatch and
vi. capacity constraints
The GPST Committee on Innovative Financing Mechanisms for the Development of the Green Financial Standards (Greenovative™ Finance):

Develop strategic policy and frameworks

Standardize definition of Green Financial Standards for projects in LLDCs

Develop voluntary principles for green finance for LLDCs

Encourage and facilitate knowledge sharing (best practices) on environmental and financial risks

Develop the measurement of green finance activities and their impacts

Expand learning networks for capacity building in LLDCs
IMPORTANCE OF THE MULTIMODAL TURSUNZADE LOGISTICS & DISTRIBUTION CENTRE

- Development of intermodal and multimodal transportations of cargoes;
- Connection of freight traffic and industrial areas;
- Creation of modern industrial and technological base;
- Using modern warehouses with refrigeration systems, packaging and labeling of products;
- Implementation of a unified information system for monitoring and planning of export, import and transit through the territory of Republic of Tajikistan.
THE EXISTING TERMINAL
"TURSUNZADE"

- Territory - 7,12 ha;
- Distance to Dushanbe – 59 km;
- to Uzbekistan border – 5,4 km
- Central highway Rail:
- Railway path to TALCO
- Central Railway
EXPECTED RESULTS FROM THE REALIZATION OF THE PROJECT:

• Creation of additional jobs in surrounding areas, improving the living standards of the population;
• Creating additional infrastructure transport complex;
• Creating modern warehouses with refrigeration systems, packaging and labeling of products;
• Simplifying the process of export of agricultural products;
• The development of container traffic through the introduction of multimodal transport;
• Increasing transit potential of the country;
• Elimination of barriers to international road transport, as well as improving the image of Republic of Tajikistan, as country providing services that meet international standards, within the framework of WTO rules and disciplines.
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THANK YOU