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**Ministry of the Environment (MOE), Japan**  
**Partnership on Sustainable, Low Carbon Transport**  
**United Nations Economic and Social Commission for Asia and the Pacific, and**  
**United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,**  
**14-16 MARCH 2017, VIENTIANE, LAO PEOPLE'S DEMOCRATIC REPUBLIC**

**Green Freight Transport and Logistics as A Trade Enabler towards Social Progress, Environmental Protection and Climate Mitigation**

**(Presentation for EST Plenary Session 11 of the Provisional Programme)**

**Final Draft**

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This presentation has been prepared by Ms. Frida Youssef, UNCTAD for the Tenth Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

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Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) Forum in Asia,  
Vientiane, Lao People's Democratic Republic, 14-16 March 2017

## **EST PLENARY SESSION 11: Green Freight and Logistics in the Context of SDGs**

# **Green Freight Transport and Logistics as A Trade Enabler towards Social Progress, Environmental Protection and Climate Mitigation**

**Frida Youssef**

Chief, Transport Section

Trade Logistics Branch

Division on Technology and Logistics, UNCTAD

# UNCTAD

- UNCTAD is the focal point, within the United Nations system, for the **integrated treatment of trade and development** and interrelated issues in the areas of finance, technology, investment, services and sustainable development.
- UNCTAD **historical mandate** and **long established expertise** in transport & trade logistics.
- Recognizing the **strategic importance of sustainability** in trade and development, including transport.
- **Early movers** in terms of considering **the multiple dimensions of sustainability**, namely economic, environmental, and social and its application to freight transport.

# □ Sustainability increasingly mainstreamed into UNCTAD's work on transport and trade logistics

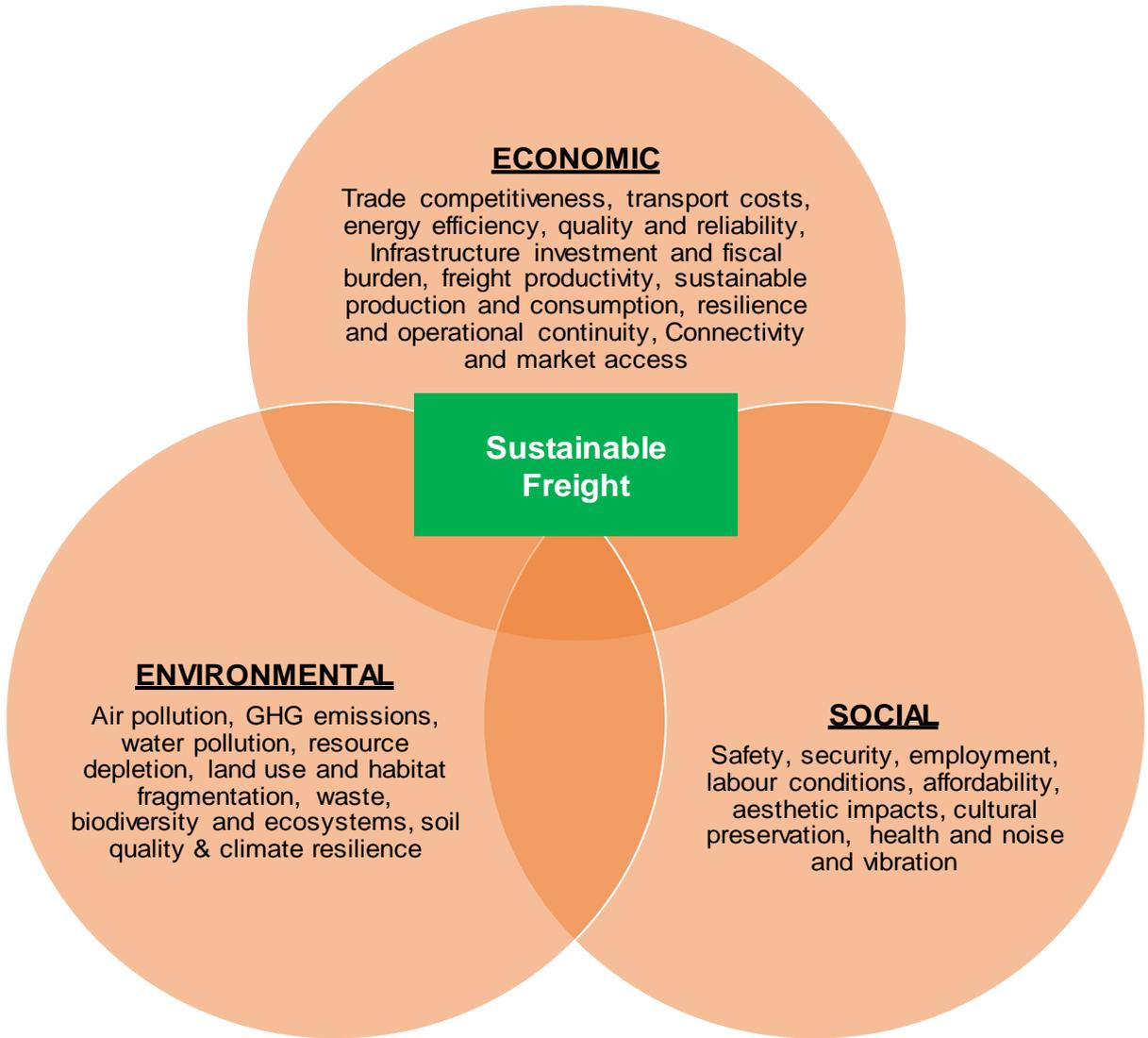
**The Nairobi Maafikiano** (adopted at the UNCTAD's Ministerial Conference - UNCTAD 14, Nairobi, Kenya, July 2016).

*"Continue its work in transport, including maritime transport, ports, multimodal and transit and provide member States with guidance **to make transport more efficient and reduce transport costs while increasing its resilience, enhancing trade and port efficiency and improving transit, trade facilitation and transport connectivity...** particular attention and assistance should be given to the needs of the LDCs, LLDCs and SIDS and transit developing countries and structurally weak, vulnerable and small economies, in relation to transport transit and infrastructure. .. UNCTAD should assist **developing countries in identifying and leveraging existing and new sources and mechanisms of additional finance...**(56 i);*

▪ *(56 j) Contribute to strengthening, including through analysis and technical assistance, the cooperation between landlocked developing countries and transit countries, including by **facilitating the harmonization of policies in regional and transit infrastructure development and streamlining of customs and border crossing procedures;***

▪ *(56 k) Continue to assist developing countries **in enhancing the sustainability and climate resilience of their transport systems and infrastructure, including coastal transport infrastructure and services and transport corridors,** and hold expert meetings within the present framework to monitor and discuss relevant developments, share experiences on different approaches and identify best practices and recommendations on sustainable and resilient transport infrastructure and trade logistics.*

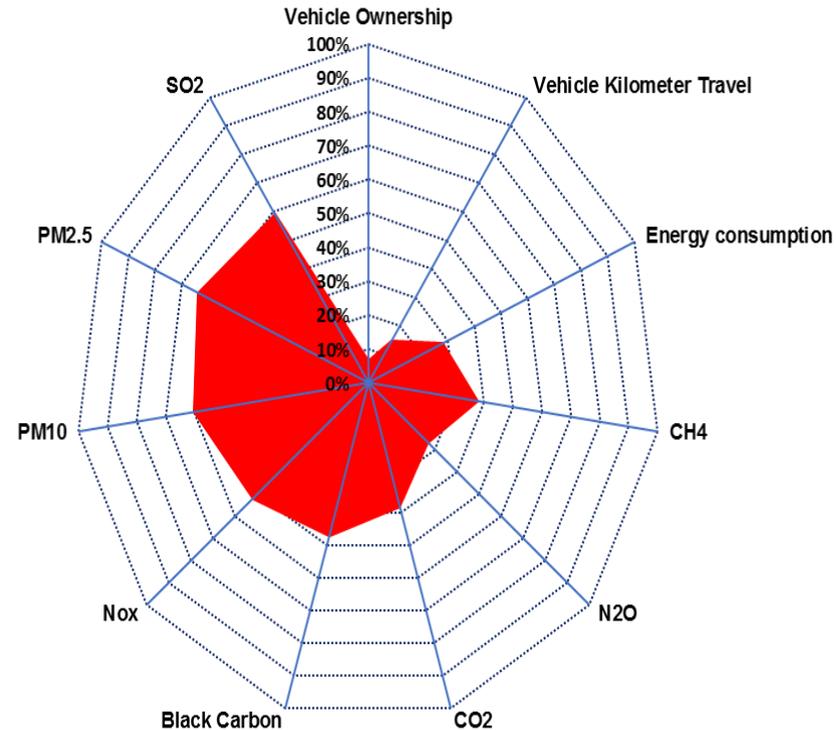
# Sustainable Freight Transport: Defining the concept



# Key data

Freight Share 2050

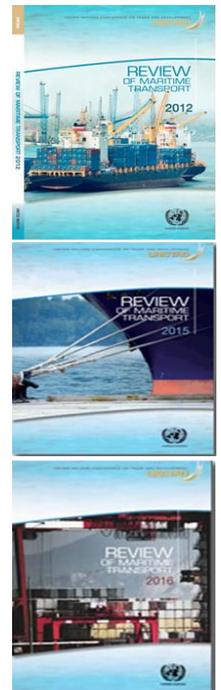
- **International trade** represents 50% of global GDP and is expected to **increase 350% by 2050**.
- Global **freight transport volumes** are projected to **grow 4 time by 2050**, driven in particular by economic growth in developing countries.
- Freight energy consumption could increase by **60% from 2012 to 2050 under business-as-usual scenario**.
- Freight transport activity currently account for **7% of Global economy-wide GHG emissions** and are expected to grow by a factor of **3.9 by 2050**.
- Freight transport activity accounts for about **35-60% of total logistics cost depending on commodity type and supply chain**.
- Freight movement is a significant contributor to transport-related externalities, road accidents, congestion, air pollution in many developing countries (6-10 % of GDP).



Freight Share	2050
Vehicle Ownership	7%
Vehicle Kilometer Travel	15%
Energy consumption	28%
CH4	38%
N2O	27%
CO2	38%
Black Carbon	47%
Nox	52%
PM10	60%
PM2.5	64%
SO2	59%

## Some relevant UNCTAD work

- Consensus-Building: Promote Common International Framework for Sustainable Freight Transport to ensure effective implementation of the 2030 Agenda for Sustainable Development, the 2015 Paris Climate Agreement, etc..
- Research and Analysis: including as disseminate in various chapters of the RMT and non-recurrent reports
- Technical assistance programmes
  - Building capacities and providing advisory services to developing countries (including LLDCs and SIDS) to shift towards sustainable freight transport.



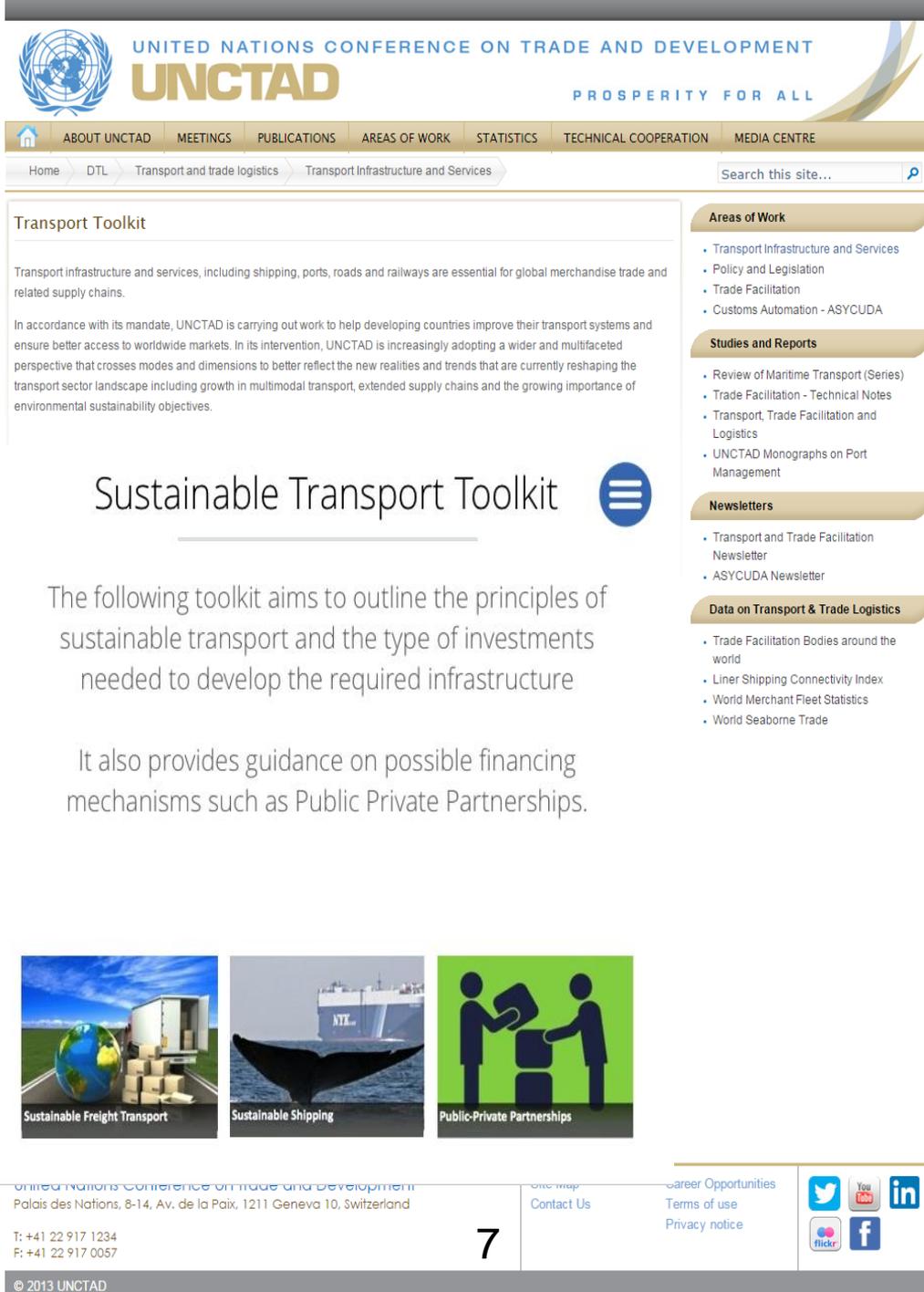
## Aim:

Build capacities of developing countries to enable a reorientation towards sustainable freight transport (SFT) through transport policy measures/actions and financing mechanisms.

## Key activities include:

- a Dedicated comprehensive Training Toolkit on SFTF,
- a Generic Framework for SFT strategies,
- Web platform/portal,
- Capacity building activities (workshops, training, advisory services, etc.) in East Africa (Northern and Central Corridors) and the Caribbean.

This is just the starts, more to come



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### Transport Toolkit

Transport infrastructure and services, including shipping, ports, roads and railways are essential for global merchandise trade and related supply chains.

In accordance with its mandate, UNCTAD is carrying out work to help developing countries improve their transport systems and ensure better access to worldwide markets. In its intervention, UNCTAD is increasingly adopting a wider and multifaceted perspective that crosses modes and dimensions to better reflect the new realities and trends that are currently reshaping the transport sector landscape including growth in multimodal transport, extended supply chains and the growing importance of environmental sustainability objectives.

## Sustainable Transport Toolkit

The following toolkit aims to outline the principles of sustainable transport and the type of investments needed to develop the required infrastructure

It also provides guidance on possible financing mechanisms such as Public Private Partnerships.

- Transport Infrastructure and Services
- Policy and Legislation
- Trade Facilitation
- Customs Automation - ASYCUDA

### Studies and Reports

- Review of Maritime Transport (Series)
- Trade Facilitation - Technical Notes
- Transport, Trade Facilitation and Logistics
- UNCTAD Monographs on Port Management

### Newsletters

- Transport and Trade Facilitation Newsletter
- ASYCUDA Newsletter

### Data on Transport & Trade Logistics

- Trade Facilitation Bodies around the world
- Liner Shipping Connectivity Index
- World Merchant Fleet Statistics
- World Seaborne Trade

Sustainable Freight Transport

Sustainable Shipping

Public-Private Partnerships

United Nations Conference on Trade and Development  
Palais des Nations, 8-14, Av. de la Paix, 1211 Geneva 10, Switzerland  
T: +41 22 917 1234  
F: +41 22 917 0057

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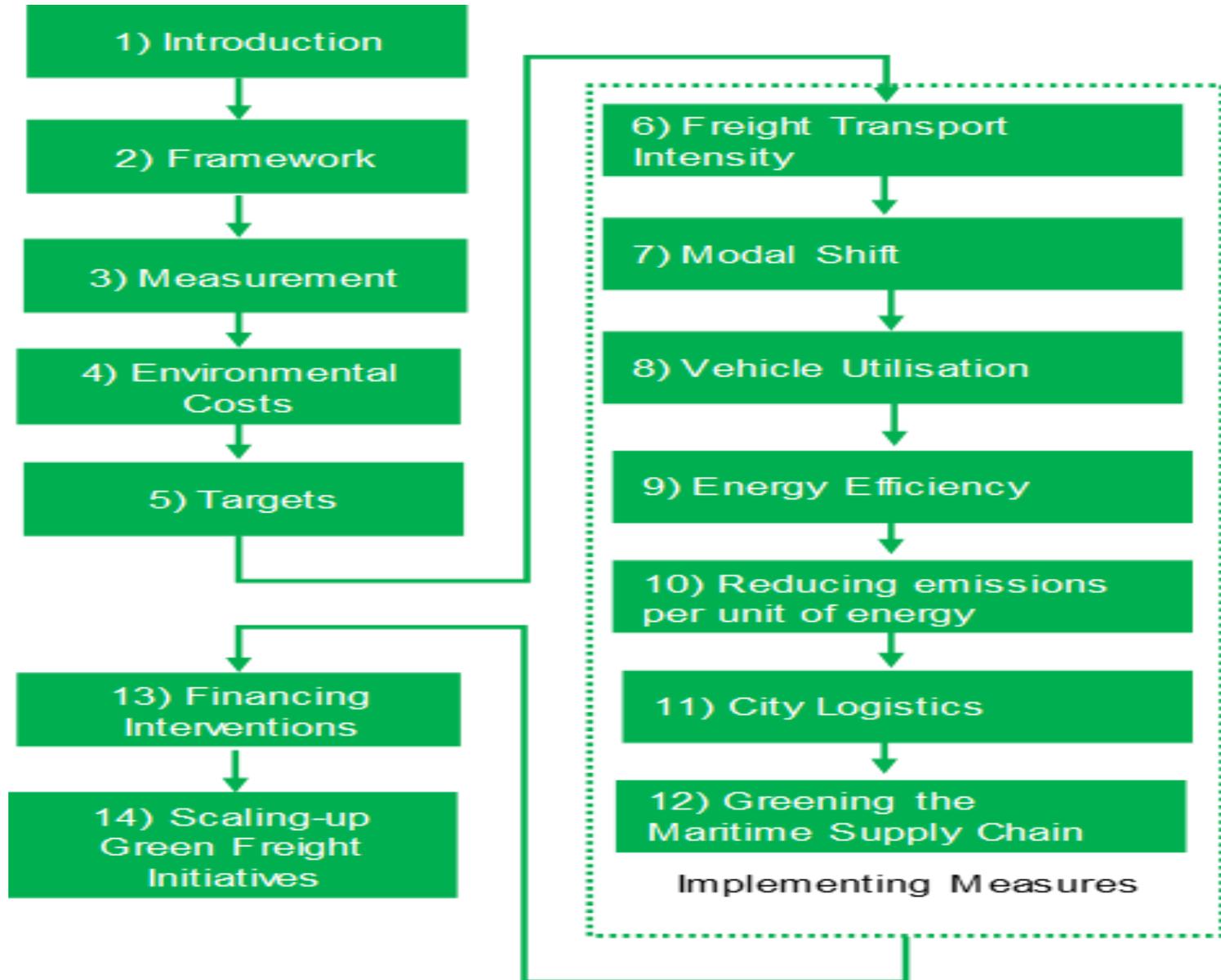
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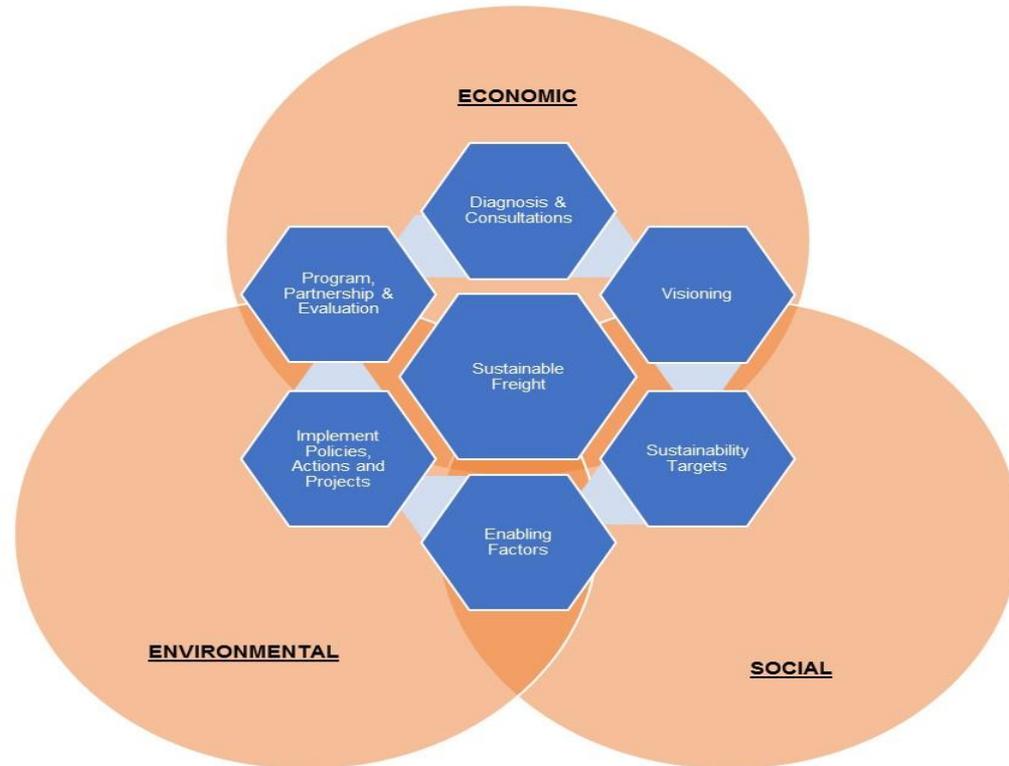
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# UNCTAD Sustainable Freight Training Modules



# UNCTAD Generic Framework for Sustainable Freight Transport

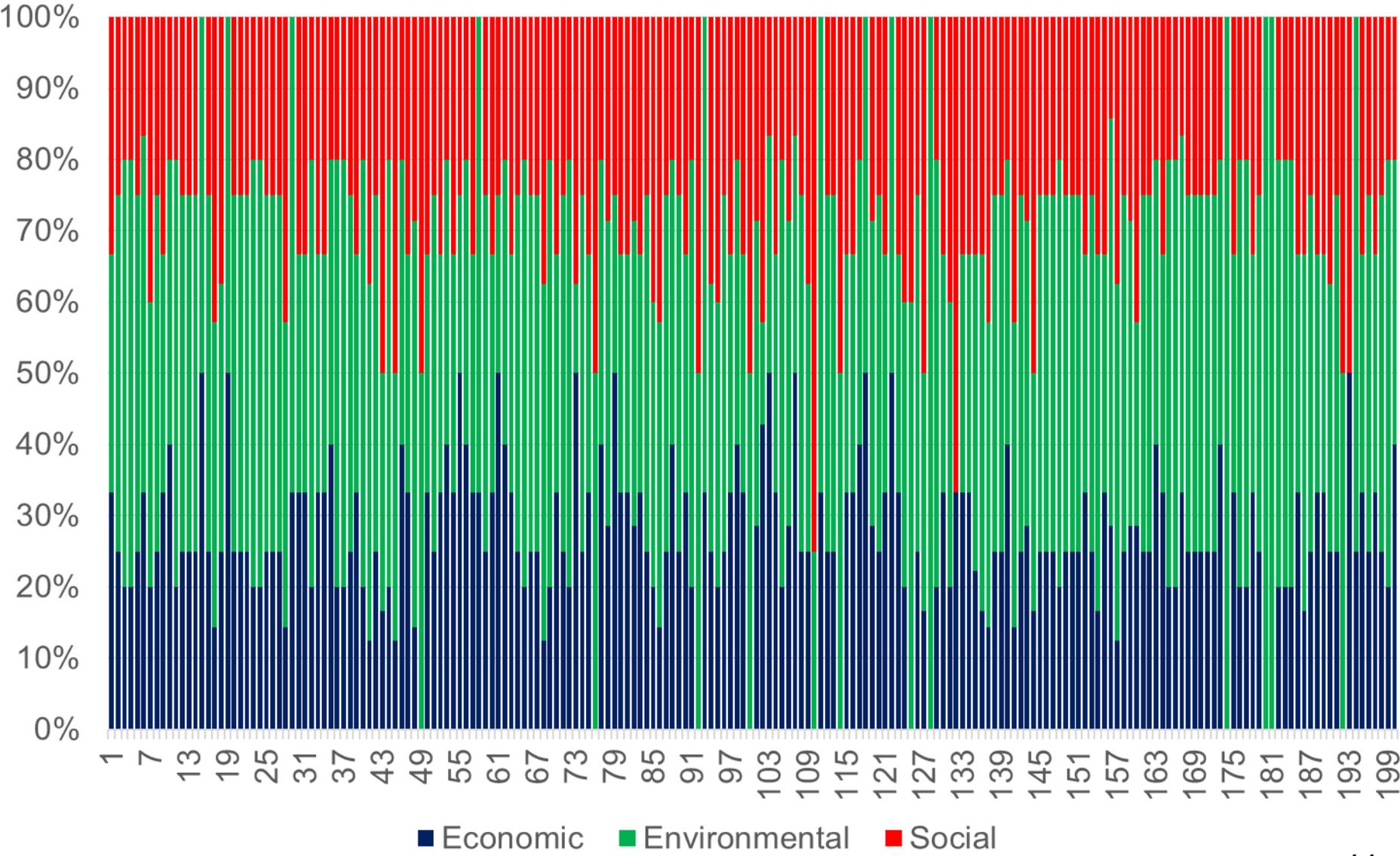


The SFT Generic Framework is a step-by step methodology and documented processes:

- ❖ Help plan, design, develop, implement SFT strategies
- ❖ that apply at mode-specific and multimodal levels, in the context of corridors, urban/rural transport as well as at company, country and regional levels.
- ❖ Also includes a scoring methodology/rating scheme to assess the current performance and operations along the 3 dimensions and across 30 objectives.



# Freight Solutions



## **Example of UNCTAD Technical Cooperation:** Northern Corridor TRANSIT AND TRANSPORT COORDINATION AUTHORITY (NCTTA)

The NCTTCA is an Intergovernmental Organisation Coordinating and Overseeing the implementation of the 2007 Revised NC Transit and multimodal Transport systems linking Great Lakes LLDCs of Burundi, Rwanda, South Sudan and Uganda to Kenyan seaport of Mombasa.

which main objectives are **based on 3 pillars of sustainable transport:**

Facilitate and Enhance the **seamless movement of trade and traffic** across the corridor.

Stimulate economic, **social development and inclusive transport**

Transform the Corridor into a **development corridor**, encourage sustainable development and poverty reduction.

Implement strategies for offering **safe, fast, competitive transport and ensuring environmental sustainability.**

**The Northern Corridor Vision is to be a seamless, economic, smart and green transport corridor.**

## ... Initiatives to promote sustainable transport in NC

- On **Economic dimension** aiming at promoting efficient and competitive transport
  - Development of NC Infrastructure Master Plan
  - Automation and integration of systems: customs and administrative procedures, implement Electronic Cargo Tracking Systems, use of High Speed Weigh In Motion Weighbridges, pilot Single Customs territory: stationing LLDCs Customs Officers at Mombasa Port Vehicle load (Smart Corridor)
- On **Social dimension** aiming at promoting an inclusive transport system
  - Unlocking linkages between Centres of production and distribution, Focus on intra regional trade
  - Development of a Roadside stations Program: rest stops, parking, Road safety and wellness centres and other facilities along the corridor to be implemented.
- On **Environmental dimension** aiming at promoting a green transport
  - Align the Green Freight Program with the Northern Corridor Strategic Plan
  - Set Targets for the period 2016 baseline to 2021.

## ... Initiatives to promote sustainable transport in NC

- The development of the **Northern Corridor Transport Observatory and the NC Performance Dashboard** which are web-based systems to monitor the corridor performance:
  - An online database / tool for measuring and monitoring the performance of the corridor from the port of entry to destination on weekly, monthly, quarterly and annual basis.
  - It serves as well for evidence based in decision making and policy formulation / improving operations.

## In conclusion

- Sustainable freight provides a foundation for sustainable development by achieving economic growth, promoting trade, ensuring social inclusiveness, and reducing environmental and climate impact.
- Scaling-up sustainable freight requires an active involvement of all stakeholders including public and private, academia, financiers, civil society, UN agencies, etc...
- Freight movement goes beyond borders and transport markets, therefore regional/sub regional collaboration is key.
- The regional EST Forum in Asia provides an important venue to collectively address freight issues at the regional level and to promote greater collaboration.



**Thank you for your attention**

[frida.youssef@un.org](mailto:frida.youssef@un.org)